

JUMBO ANNIVERSARY ISSUE



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January 2009
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- Construct a small town
- Weather cars in one hour
- Operate with a timetable
- Pave roads using decals
- Pick the right DCC throttle



The staff shows you how to build Milwaukee's famed "Beer Line" in HO scale. See page 44

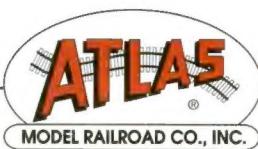
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- John Armstrong Pennsylvania RR track plan
- Looking back at John Allen's Gorre & Daphetid Line
- Final visit to Allen McClelland's Virginian & Ohio RR

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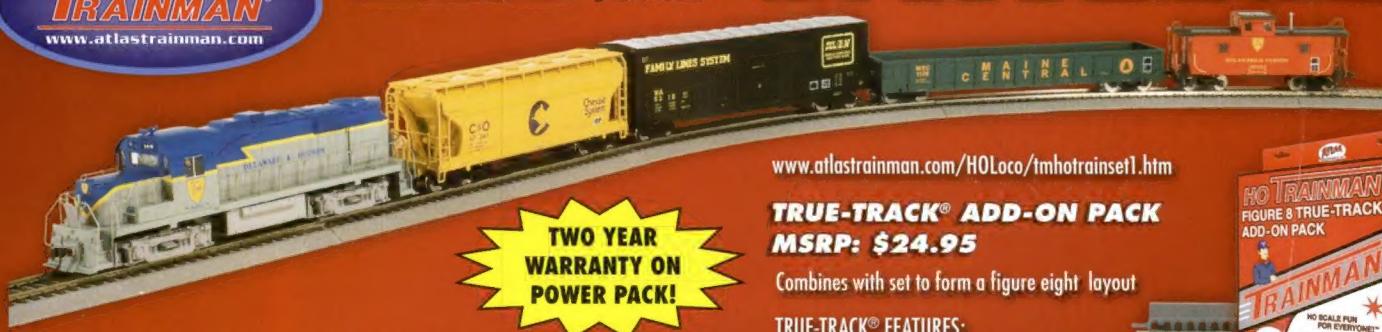
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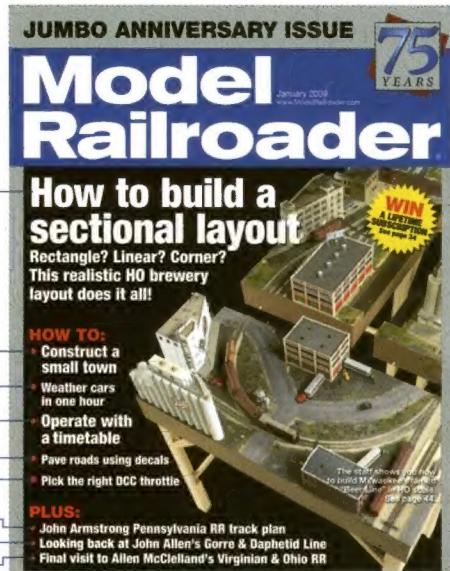
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On the cover: Considering *Model Railroader's* 75th anniversary and its Milwaukee heritage, the MR staff chose the Milwaukee Road's famous "Beer Line" as a fitting subject for our latest project layout. Jim Forbes photo

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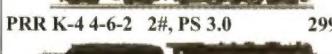
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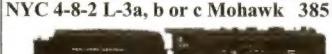
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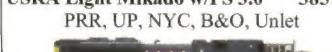
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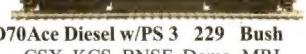
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USRA Light Mikado w/PS 3.0 385

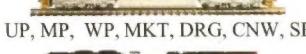


PRR, UP, NYC, B&O, Unlet



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UP, MP, WP, MKT, DRG, CNW, SP



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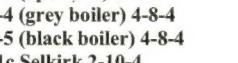
EMD, FEC, UP, CN, FEC, NS

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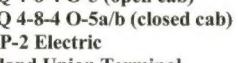
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NSL Electroliner 615

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60' Wood Deck Flat Car 23 UP



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Above with 163H Motor Grader 26



Above with 315C Excavator 26



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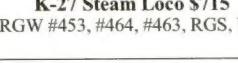
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2-8-8-2 Triplex Erie,VGN 1049



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304A Stall or 304B Extender 45



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908 Shanahan Frt 20 x 8 x 9H 75



921 JLC Manufacturing 65



950 American Flag 14 x 9 69



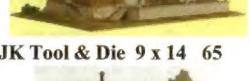
953 Joe's Pickle Fact 14 x 9 69



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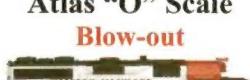
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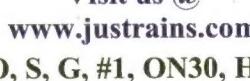


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From the Editor

Thank you for 75 years

Neil Besouglaff, Editor

Thank you. We wouldn't be celebrating 75 years of *Model Railroader* magazine with this special issue if we didn't have enthusiastic support from you and thousands of fellow model railroaders, both old and new. Again, thank you.

If I can trust my pocket calculator and my high school math skills, over the course of 75 years *Model Railroader* magazine has been a part of the lives of at least two million people. Wow, heady stuff.

For this anniversary, we rounded up the best stories by our best authors and on the best subjects. The table of contents is practically a page out of the *Who's Who of Model Railroading* book: a previously unpublished track plan from John Armstrong, a final visit to Allen McClelland's Virginian & Ohio RR, timetable advice from Tony Koester, weathering tips from Pelle Søeborg, scale drawings of a coaling tower from Harold Russell, and a look back at John Allen's fabulous Gorre & Daphetid layout.

In the pages of this issue are also fresh ideas, like Lance Mindheim's digitally created street decals and the sectional Milwaukee Road brewery layout our managing editor David Popp dreamed up and the staff built.

This issue also contains stories on important techniques, like John Pryke's instructions on kitbashing an HO scale parlor car,



Gerry Leone's town-building methods (his story won first prize in our build-a-scene contest), associate editor Cody Grivno's step-by-step harbor modeling, and our DCC columnist Mike Polsgrove's throttle tips.

Model Railroader subscribers also have access to anniversary extras on ModelRailroader.com, including an audio clip of John Allen in 1971 discussing car movement on the Gorre & Daphetid, a video interview of MR executive editor Andy Sperandeo on being a then-young member of Allen's operating crew, and two audio clips of an interview with influential former MR editor Linn Westcott, taped in 1977.

All readers can go to our Web site and watch a short movie from the 1940s that shows how MR is made (be sure to check out the clunky Dictaphone machine Al Kalmbach is using). There also are two delightfully campy clips from model railroading promotional films of the 1970s (watch for the dancing showgirls).

So shoo the dog off your favorite chair, turn on a reading lamp, and enjoy this special 75th anniversary issue. And don't forget our Web site subscriber extras, designated by the MR+ logo.

NEIL BESOUGLASS

Contributing to *Model Railroader*

We welcome contributions from our readers, including articles, photographs, and prototype drawings. For detailed information on submitting material to MR, contact our editorial associate Eric Stelpflug at 262-796-8776, ext. 583, or mrrmag@mrrmag.com. *Model Railroader* assumes no responsibility for the safe return of unsolicited material. We assume unsolicited material is intended for publication by Kalmbach Publishing Co. unless otherwise noted. We assume letters, questions, news releases, and club news items are contributed gratis.

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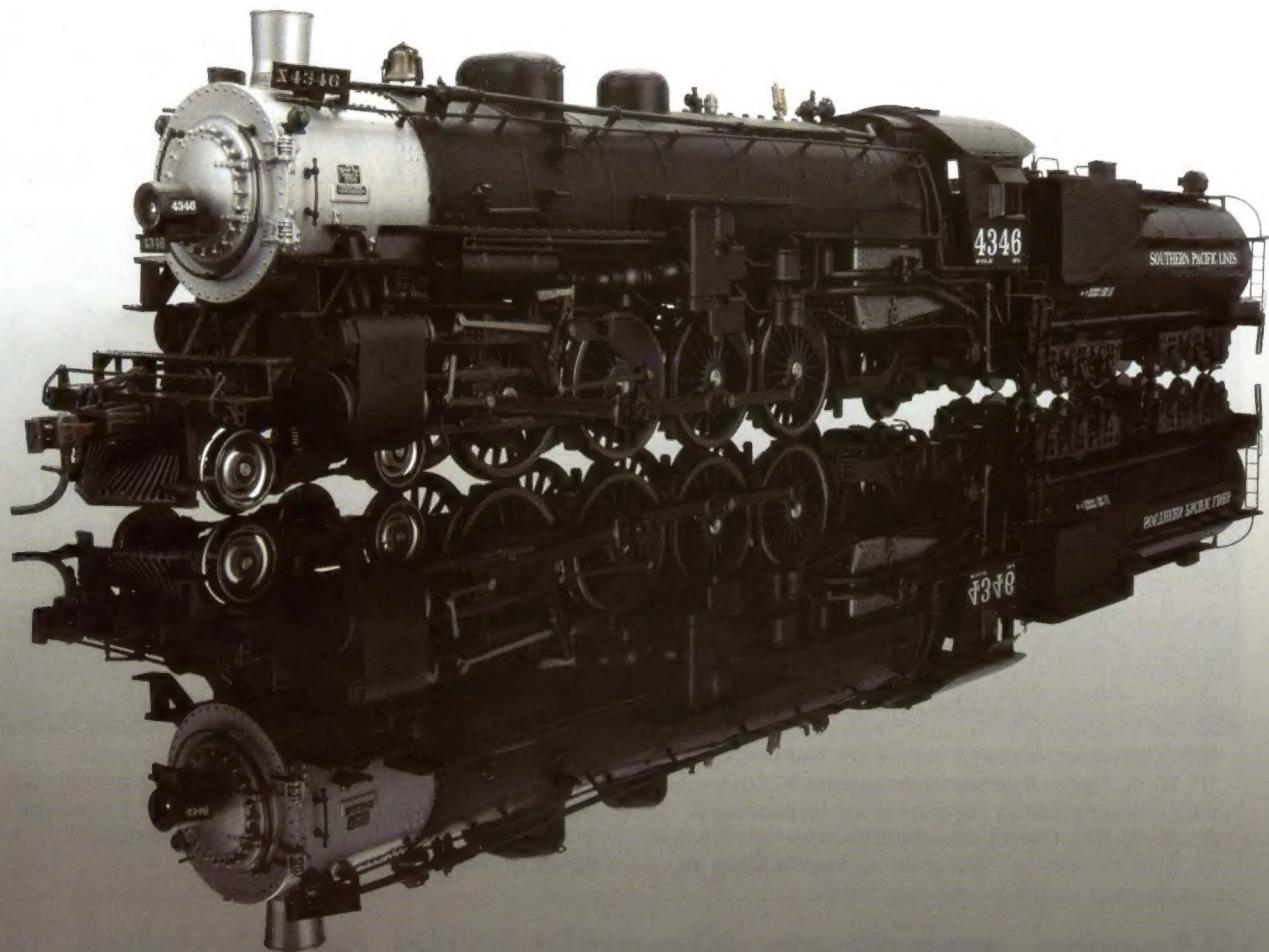
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The MT-4 You've Been Waiting For

One of the year's most highly anticipated model railroading events is happening now. For months, train buffs have been waiting for the state-of-the-art MT-4 4-4-8-2 steam locomotive from Genesis. The first production run is certain to sell out quickly, so order yours now before they're gone.

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News & Products



MR 75th anniversary 1:1 scale boxcar. On Oct. 10, 2008, *Model Railroader* magazine's 75th anniversary boxcar entered service on the Wisconsin & Southern RR. The 52-foot double-plug-door boxcar, no. 503175, was painted at the railroad's shop in

Horicon, Wis. The car is part of WSOR's canned-goods fleet and has the potential to travel throughout the United States. If you see the car, post a message in the "Where are the MR anniversary boxcars?" forum at www.ModelRailroader.com.

Steam, modern diesels rule at iHobby

Steam locomotives and modern diesels were the most prevalent models exhibited at the 24th annual iHobby Expo show in Rosemont, Ill., in October.

One example was Broadway Limited Imports, which showed off both a new General Electric AC6000 diesel (see page 10) and a Pennsylvania RR 11sa 2-10-0 Decapod steam locomotive in HO scale. Both locomotives were offered with lighting variations that matched their prototypes. Broad-

way Limited also offered a variety of tender lettering and feed water heater options on its New York Central J1d and J1e 4-6-4 Hudsons.

Walthers also had new steam engines to show off, in both HO and N scale. A 2-8-2 Mallet will be offered in a United States Railway Administration version in HO scale, and as a class Y3 model in N scale.

The Electro-Motive Division SD70 was a popular prototype, with models being exhibited by Kato USA and MTH Electric Trains.

MTH also showed off an HO scale 2-8-2 Mikado steamer, pictured on page 11.

Urban transit was another common theme, with Walthers and Atlas O offering modern subway and light-rail cars.

N scale railroaders saw their fair share of new products at the show, among them Bachmann's General Electric 44-ton switcher, Con-Cor's AeroTrain and M-10000 passenger train sets, Walthers' coal tipple kit, vehicles from Classic Metal Works, and Micro-Trains' first motorized track-cleaning car, developed with Many New Products.

You can see these and other new products starting on page 10. Our full show report is online at www.ModelRailroader.com.

► Highlighted in this issue

- 11** "Harley's Hardware" HO scale kit from GC Laser
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- 16** List of manufacturers in this month's News & Products

Absent LGB trains to return in 2009

Märklin has acquired the North American distribution rights to LGB products, Märklin announced at the opening day of the iHobby Expo hobby trade show Oct. 16.

Märklin is working on marketing and distribution plans for LGB products. The company expects to

return LGB's large-scale locomotives, cars, structures, and scenic items to the North American market in early 2009.

German-based Märklin is in its 150th year and manufactures trains and related products from Z scale through G scale.

World's Greatest Hobby on Tour shows scheduled

Veteran model railroaders and those new to the hobby alike can see the best of what model railroading has to offer at The World's Greatest Hobby on Tour. This family-oriented train show is coming to five cities across the nation in 2009.

Sponsored by the Model Railroad Industry Association and by the World's Greatest Hobby program, the show is intended to introduce the general public to model railroading in an entertaining, lively, and family-friendly atmosphere. The organizers hope to create new train enthusiasts by showcasing model railroading to the public.

Shows slated for this year are:

- Philadelphia, Pa., Jan. 3-4, Greater Philadelphia Expo Center, Oaks, Pa.
- Nashville, Tenn., Feb. 14-15, Nashville Convention Center
- San Antonio, Texas, Feb. 21-22, Henry B. Gonzalez Convention Center
- Cleveland, Ohio, March 14-15, IX Center
- Seattle-Tacoma, Wash., Western Washington Fairgrounds, Puyallup, Wash. (dates tentative)

More information is available online at www.wghshow.com.

► Convention calendar

January 23-25: Winterfest (Northeast NTrak convention). Eastern States Exposition, West Springfield, Mass. www.northeastntrak.org/winterfest/

January 29-31: O Scale West 2009. Hyatt Regency Santa Clara, Santa Clara, Calif. www.oscalewest.com

Feb. 25-28: 2009 Sn3 Symposium. La Quinta Inn Clearwater Central, Clearwater, Fla. www.sn3.org/2009/

Now on www.ModelRailroader.com

New video series



The *Model Railroader* staff shows you some of the techniques used to build the HO scale Milwaukee Road Beer Line, our 2009 project layout.

Legendary layout: John Allen's Gorre & Daphetid



Download track plans for the G-D Line. Subscribers can also hear comments from John Allen and watch executive editor Andy Sperandeo talk about operations on the layout.

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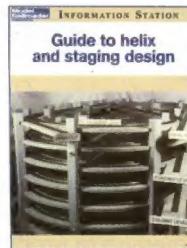
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New from the Information Station

Featured article collection

Guide to helix and staging design

You'll find six articles showing the basics of helix construction and adding staging to large and small layouts.



Featured video article

Adding a DCC decoder to a locomotive



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special!



HO and N scale 2-8-8-2 steam locomotives. Walthers showed production samples of its new Mallet in HO and N scales. Though the HO scale United States Railroad Administration 2-8-8-2 shown was unlettered, the Proto 2000 model will be available bearing the heralds of the Clinchfield, Denver & Rio Grande Western, Norfolk & Western, Northern Pacific, and Virginian. It will be offered as a direct-current model for \$439.98, or equipped with a dual-mode Digital Command Control sound decoder for \$549.98. In N scale, the Proto N Y3 Mallet will be offered in Santa Fe, Pennsylvania RR, N&W, Union Pacific, and Virginian livery. It comes as a DC model for \$224.98 or equipped with sound and DCC for \$324.98.



HO scale General Electric AC6000 diesel locomotive. Broadway Limited Imports showed off its latest modern diesel model at the iHobby Expo show in October. In addition to the Canadian Pacific Golden Beaver scheme shown, the locomotive is decorated for BHP Billiton (two schemes available), CSX, General Electric demonstrator, Green Machine, Southern Pacific, and Union Pacific. The Digital Command Control-equipped models come with built-in sound and retail for \$249.99.



N scale motorized track-cleaning boxcar. This Chicago, Burlington & Quincy 40-foot hi-cube steel boxcar model houses a motor that drives a circular cleaning pad between the trucks. Micro-Trains Line Co. and Many New Products, who teamed up to produce the car, call it the first of its kind in N scale. The car retails for \$119.95.

HO scale locomotives

General Electric U30B Phase 2 diesel locomotive. Chesapeake & Ohio; Chicago, Burlington & Quincy; CSX; Nashville & Western; and Norfolk & Western. Also available undecorated with four variations of nose, trucks, and headlight. Five-pole skew-wound motor with dual flywheels, wire and etched-metal parts, and railroad-specific details. Silver series (direct-current model), \$179.95. Gold series (Digital Command Control and sound), \$289.95. February 2009. Ready-to-run. Master Line. Atlas Model Railroad Co.

Electro-Motive Division SW7

Phase 2 diesel locomotive. Illinois Central, Nickel Plate Road, Pennsylvania RR, Texas & Pacific, and Union Pacific. Two road numbers each; also available undecorated. Dual-mode Digital Command Control decoder with back-electro motive force control and sound, five-pole skew-wound motor with flywheels, and magnetic knuckle couplers. \$199.99. Ready-to-run. Paragon 2 series. Broadway Limited Imports



Pennsylvania RR 11sa 2-10-0 Decapod steam locomotive. Four road numbers and two headlight variations; also available painted but unlettered. Dual-mode Digital Command Control decoder with back-EMF control and sound, five-pole skew-wound motor with flywheels, and speed-synchronized smoke unit. \$399.99. Ready-to-run. Paragon 2 series. Broadway Limited Imports



Electro-Motive Division SD70ACe diesel locomotive. Union Pacific (American flag scheme), BNSF Ry. ("swoosh" herald), CSX, EMD demonstrator, George Bush 41 Presidential Library commemorative scheme (blue and white, one number), Kansas City Southern, and Montana Rail Link (three

numbers each unless noted). Also available in UP heritage schemes, one number each: Chicago & North Western, Denver & Rio Grande, Missouri Pacific, Missouri-Kansas-Texas, Southern Pacific, Western Pacific, and Union Pacific. Remote-controlled knuckle couplers, five-pole motor with flywheels, and Digital Command Control/Digital Command System decoder with Proto-Sound 3.0. \$249.95. Ready-to-run. MTH Electric Trains

HO scale train sets



Chicago, North Shore & Milwaukee Ry. Electroliner passenger train set. Four-car set; two differently numbered sets available, plus painted silver but unlettered. Preproduction model shown. Factory-wired, sprung trolley poles for optional operation from overhead, detailed interior including motorman figure, and rubber diaphragms. \$439.98. Ready-to-run. Con-Cor International



New York City Transit R21-22 subway car four-pack. Skew-wound motor with dual flywheels, lighted interiors, and Proto-Max magnetic knuckle couplers. Four-pack (one powered and three unpowered cars), \$219.98. Ready-to-run. Proto 1000 series. Wm. K. Walthers Inc.

HO scale freight cars

Association of American Railroads 50-ton flatcar with load. Chicago & North Western; Denver & Rio Grande Western; Elgin, Joliet & Eastern; Minneapolis & St. Louis, Nickel Plate Road, and Northern Pacific. Cars are available ready-to-run or as kits. Metal wheelsets with RP-25 contour, generator or wagon boxes and frames load, and Proto-Max magnetic knuckle couplers. Ready-to-run, \$31.98; kit, \$19.98. Proto 2000 series. Wm. K. Walthers Inc.



N scale General Electric 44-ton diesel switcher. Bachmann had a sample of its new N scale GE 44-tonner at the iHobby Expo. The locomotive will be available lettered for the New Haven, Pennsylvania, and Baltimore & Ohio, as well as unlettered versions painted yellow or red and yellow. The ready-to-run models will be equipped with Digital Command Control and cost \$100.



HO scale Harley's Hardware kit. This laser-cut micro-plywood structure kit is one of the latest releases from GC Laser. It features a planked deck, rolled roofing, positionable doors and windows, and dozens of detail parts. It will retail for \$41.99. Other new HO scale kits include the Mountain Railroad Records office, \$25.99; Quonset residence, \$40.99; and Sophie's Fine Dining restaurant, \$36.99.

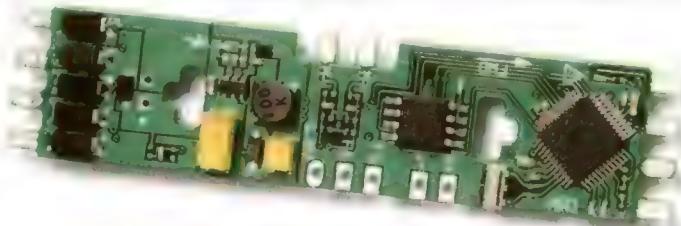


United States Railroad Administration 2-8-2 light Mikado steam locomotive. MTH Electric Trains is offering this HO scale steam freight workhorse lettered for the Pennsylvania RR, Baltimore & Ohio, New York Central, and Union Pacific. It features a smoke unit that puffs in sync with the driver rotations. The locomotive comes with a dual-mode Digital Command Control/Digital Command System decoder with Proto-Sound 3.0 and sells for \$449.95.

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Super Scenic trees. JTT-MicroScale exhibited an assortment of new trees in multiple species and scales. Shown above from left to right are a juniper, deciduous, fall sycamore, and fall deciduous in HO scale. The ready-made trees, which are also available in N and O scale and as kits, have bendable armatures. They come between two and nine in a pack, depending on scale, and sell for \$11.95 to \$13.95.



TSU-AT1000 Digital Command Control sound decoder. The newest plug-and-play sound decoder from SoundTraxx is designed to replace the light board in HO scale Atlas diesels. It has a 16-bit digital sound system with built-in equalizer, 16 air horns, and engine sounds for nine different diesel motors. It also includes fine speed control and "Hyperlight" lighting effects. The decoder will sell for \$99.95.



Tech 6 power pack with direct-current sound control. Model Rectifier Corp.'s new dual-mode power pack/Digital Command Control throttle can control both direct-current and DCC locomotives. The pack also includes sound controls for sound-equipped direct-current locomotives. The two-amp version (for HO scale) is priced at \$109.98, while the six-amp O scale version sells for \$229.98.

HO scale details and accessories



Peterbilt Model 389 tractor with Trail King lowboy trailer and Caterpillar construction equipment load. Black tractor with 315CL excavator, red tractor with D5M track-type tractor, white tractor with 163H motor grader, and yellow with 950G Series II wheel loader. Plastic and die-cast metal construction and display case. \$9.95. Norscot Scale Models

N scale train sets



General Motors Aerotrain passenger train set. Atchison, Topeka & Santa Fe; General Motors demonstrator scheme; New York Central; Pennsylvania RR; Rock Island; and Union Pacific. Also available painted silver but unlettered; preproduction model shown. Five-pole skew-wound motor with dual flywheels, detailed and lighted interiors, and working diaphragms. Four-car sets (powered locomotive, two coaches, and observation car), \$429.98. Three-coach add-on sets, \$219.98. Ready-to-run. Con-Cor International

N scale freight cars



General American Transportation Corp. Airslide covered hopper. Atlantic Sugar Refineries; Bakelite Plastics; Brach's Fine Candies; Chicago, Burlington & Quincy; Denver & Rio Grande; Firestone Tire Co.; Great Northern; Nebraska Consolidated Mills; Pennsylvania RR; and Union Pacific. RP-25 contour metal wheelsets, prototype-specific details, and magnetic

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photo: Dave Martin

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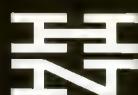
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News & Products

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G scale freight train set. For large-scale model railroaders, Silvergate Distributors unveiled a new Piko starter set featuring a ready-to-run 0-6-0T saddle tank switcher, freight car, and matching caboose. The set also comes with a 47.25" circle of G-scale track and a power pack. Road names available are New York Central and Union Pacific. The set sells for \$417.99.

knuckle couplers. Single cars \$22.98, two-packs \$40.98. Ready-to-run. Con-Cor International

N scale structures



Wood coaling tower. Injection-molded styrene kit. Parts molded in color, wood-grain texture, and positionable parts. \$49.98. Wm. K. Walthers Inc.

N scale details and accessories

ScenicAccents figure and accessory sets. One-Man Crew (five road workers and a barrel), \$13.99; People On Benches (three benches and six figures), \$12.99; and Shootin' Hoops (six players, backboard and hoop), \$15.99. Woodland Scenics

AutoScenes vehicle and figure sets. Willie's Warning (car with driver, police car, and standing officer figure), \$21.99. Sunday Drive (convertible with passengers), \$12.99. Henry's Haulin' (stakebed truck, figure carrying sack, and cargo details), \$15.99. Woodland Scenics

O scale passenger cars

Comet II and Horizon commuter cars. Amtrak, Connecticut Department of Transportation,

Metro-North, and New Jersey Transit. Also available undecorated. Comet II cab and coach cars and Amtrak Horizon coach and dinette cars. Wire grab irons, detailed interiors, and working tail and headlights. \$99.95. Master Line. Atlas O

60-foot heavyweight passenger cars.

Atchison, Topeka & Santa Fe; Boston & Maine; Chicago & North Western; and New York, New Haven & Hartford (two road numbers each). Also available painted green but unlettered. Based on C&NW prototypes. Baggage, coach, combine, and Railway Post Office. Detailed interiors with lighting, working diaphragms, and sprung die-cast metal trucks. \$84.95. First quarter 2009. Trainman line. Atlas O

O scale details and accessories



1:50-proportion Pierce Quantum pumper fire truck. Kern County (shown), County of Henrico, Honolulu, Seminole, and San Antonio. Die-cast metal construction. Opening cab with engine and transmission detail, detailed cab interior with full window glazing, and separate ladders and hoses. \$190. Made by TWH Collectibles, imported by b2bReplicas.com



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1:50-proportion Caterpillar construction equipment. D11T track-type tractor with metal tracks, bulldozer blade, and ripper (pictured); \$103.95. Model 772 off-highway mine dump truck with rolling vinyl tires and movable dump bed, \$84.95. Die-cast metal construction, detailed cab interiors, and full window glazing. Norscot Scale Models



1:50-proportion Caterpillar Twenty vintage tractor. Die-cast metal construction, opening engine compartment with detailed engine, and display case. \$94.95. Norscot Scale Models

ScenicAccents figure and accessory sets. Gone Fishing (three boys, three men, and five fishing poles), \$22.99. Bicycle Buddies (four kids with bicycles and old-time soda machine), \$21.99. Masonry Workers (four workers

with tools, wheelbarrow, and generator-driven cement mixer), \$22.99. Woodland Scenics

Z scale passenger cars



Smooth-side lightweight passenger cars. Illinois Central, Great Northern, and Union Pacific; other road names to come. Baggage, coach, dome car (preproduction model shown), and sleeper. Detailed interiors, car name and number decals, and Magne-Matic magnetic knuckle couplers. Prices to vary by road name: Union Pacific, \$28.60, December 2008; Illinois Central, \$31.80, January 2009; Great Northern, \$32.90, February 2009. Micro-Trains Line Co.

Multiple-scale details and accessories

Assorted N and HO scale automobiles. New models: 1950 Dodge Meadowbrook sedan, black, Cadet Red, Dawn Gray, Island Green, and Yellow Cab. 1953 Ford Crestline Country Squire wagon, Carnival Red, Fern Mist Green, Glacier Blue, Raven Black, and Woodsmoke Grey. 1956 Dodge Royal and Coronet sedans, aquamarine and white two-tone, black, Oriental Coral and Charcoal two-tone, and Yellow Cab. New paint schemes: 1936 Ford Fordor sedan (HO scale only), fire chief car and Army staff car. 1959 Ford Fairlane sedan: fire chief car and Army staff

car. Detailed interiors, full cab window glazing, and rolling vinyl tires. HO scale single vehicle, \$13; N scale two-pack, \$14. Classic Metal Works Inc.

1954 Ford F-700 trucks in N and HO scale. Oil tank trucks: Cities Service, Gulf, Mobil, Shell, Sinclair, and Sohio. Box delivery trucks: Blatz Beer and H.J. Heinz Co. Detailed interiors, full cab window glazing, and rolling vinyl tires; HO scale versions come with painted driver figure. HO scale single vehicle or N scale two-pack, \$15. Classic Metal Works Inc.

Railroad maintenance-of-way pickups and utility trucks with rail bogeys in N and HO scale. New paint schemes: Baltimore & Ohio, Chicago & North Western, and Southern Pacific. Detailed interiors, full cab window glazing, and rolling vinyl tires. HO scale single vehicle, \$14; N scale two-pack, \$15. Classic Metal Works Inc.

Electronics and controls

MRC PC Interface. Program, acquire and run Digital Command Control-equipped locomotives from Windows-compatible computer. Includes hardware and software; interfaces with MRC's Prodigy DCC systems and can control two locomotives simultaneously. Accesses 28 National Model Railroad Association-standard functions. Easy configuration variable (CV) programming and mouse-based interface. \$269.98 for complete set; \$179.98 upgrade for existing Prodigy Wireless users. Model Rectifier Corp.

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This modern grade crossing scene may look accurate, but the black lines on the first marker are slanting the wrong way. Photo by the MR staff

Grade crossing markers

Cody Grivno's article in the November 2008 *Model Railroader*, "Model a modern grade crossing," depicts the incorrect use of hazard markers on the center median approach to the crossing.

Unbeknownst to many drivers, hazard warning markers are actually directional. A driver is to pass to the side of the marker where the lines slant down.

Where a hazard exists on the right side of the road, it should be indicated with a marker with lines slanting down to the left. If a hazard like a raised median is in the middle of a road (as shown in the picture above), the lines should slant down to the right. Where the driver has the option of passing to the left or right of a hazard, like at an exit from a freeway, the marker should show chevrons that slant down to both sides of the sign.

Colin Murray
Napanee, Ontario, Canada

A few other readers pointed out the same thing, Colin, and you're all correct. The lines should slant down to the right. A wealth of information on road signs and highway markings can be found in the *Manual on Uniform Traffic Control Devices*. This publication is available online at the Web site <http://mutcd.fhwa.dot.gov>. — Cody Grivno, associate editor

Sellios' masterpiece

After a three-year absence from *Model Railroader*, I picked up the October issue and it was like being

reunited with an old friend. What an awe-inspiring surprise when I opened the November issue of MR and saw George Sellios' masterpiece. I cannot begin to imagine all the hours that must have gone into producing such an extraordinary piece of work. I feel privileged to have gotten a glimpse of something so wonderful!

Bruce St. Andrew
Moores Forks, N.Y.

Grade crossing

Looking at James Harper's layout on page 70 in the November MR, I noticed something that is bothering me. His grade crossing is way too close to the tunnel for the locomotive to blow the grade crossing signal.

I have two grade crossings on my layout that are close but not that close. One is about 3½ feet from the grade crossing, or about 305 scale feet, and another is within about two feet of a crossing.

Lou Schultz
Covington, La.

I don't know the situation on James Harper's layout, but I've seen a grade crossing even closer to a tunnel. At Hannibal, Mo., the Norfolk Southern crosses the Mississippi River from the east (Springfield, Ill.) on a low-level swing span bridge, and on the west bank immediately crosses the BNSF and a Missouri state highway before tunneling into a rocky bluff.

The railroad crossing is signaled with a remote interlocking (Central-

ized Traffic Control) and the highway crossing has flasher signals with bells and gates. I don't know if eastbounds blow their horns in the tunnel or not, but it's a more important grade crossing than the one on the Harper layout and it's right at the tunnel. — Andy Sperandeo, executive editor.]

Rochelle Junction

I wish to complement Daryl Kruse for his article on his layout incorporating the Rochelle crossing. I visited Rochelle several years ago while I was en route to the Philadelphia meeting of the National Model Railroad Association, and I now plan to model Rochelle as a focal point for my new layout. I found Daryl's article useful, since it comes from a resident of Rochelle! Because I live in Australia, I can't easily run out and inspect United States railroad sites, but I try to include at least one site visit with each trip to the annual NMRA convention.

John Roberts
Coorparoo, Queensland, Australia

Cattle guards

Your article on cattle guards in the October MR perpetuates an old error; cattle guards don't keep cattle off the tracks. Their job is to keep the cattle inside the fence that the tracks pass through.

To keep cattle off the tracks, the guard would have to fill the entire trackbed for the entire distance the track passes through the field. There would also have to be places where cattle could pass from one side of the tracks to the other.

Neither of these situations is reasonable for the open West, where the guards were used.

Modern uses include vehicle and pedestrian gates in fences; even if the gate is left open, livestock stay on their own side of the fence.

Jeffery Pigden
London, Ontario, Canada

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.

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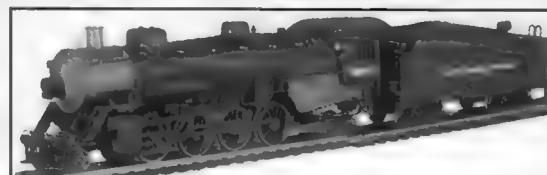
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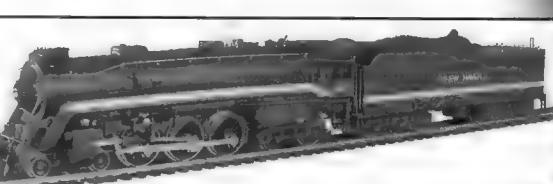
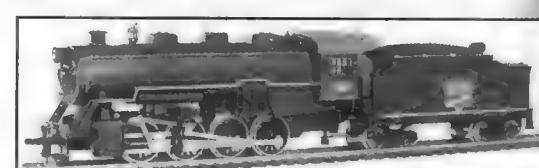
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Here's a five-platform TTX intermodal car in an eastbound Union Pacific stack train climbing Cajon Pass. Note how the different lengths of containers are stacked together with their supporting frames aligned. Jim Hediger photo

More information on intermodal containers

I'd like to expand upon the comments Jim Hediger made about stacking containers in *Model Railroader's* October 2008 Information Desk. Jim stated that "Intermodal containers are built with all of their strength in the end frames." This is only true for the original international standard 20- and 40-foot containers (I won't go into non-standard units). However, all other container sizes are still based on these two standards.

All standard containers longer than 40 feet have their strongest framing built on a 40-foot spacing, with any extra length added equally to both ends. Thus, a 45-foot container has equal 2½-foot exten-

sions on each end; a 48-footer has two 4-foot extensions, and so on up to 53 feet. This allows an almost endless number of stacking combinations as long as the main frames are properly aligned: a 40-footer on top of two 20s, or a long container on any of the other sizes. [Note that 20-foot containers can't be stacked on top of long containers, which don't include any center supports for this purpose. – Ed.]

United Parcel Service has a fleet of special 28-foot containers that extend eight feet beyond a standard 20-foot box on one end. Their stacking points, and thus the strongest frames, are at one end only, with the second frame being

nominally 20 feet away. Within weight limits, this allows a pair of properly oriented 28-foot boxes in the bottom of a 56-foot well with one or two 20- or 28-foot containers on top, as long as their supporting frames are aligned.

These rules apply only to standard containers and loads that don't exceed the capacity of the car, or the individual platforms on articulated cars. For example, two 20-foot containers loaded to their individual load limits will generally be close to the car's rated capacity. Stacking an additional container on top would exceed the load limit and create a dangerous situation.

– Ralph Balfour, Albany, N.Y.

The milk train article in the November 2008 *Model Railroader* says that the combine used as the last car normally operated with its baggage end toward the rear. Can you explain why?

David Cummings, Watertown, N.Y.

While I don't know of a specific rule that covers the way the combine faced, my feeling is it was done to provide easier access to the baggage compartment. Most milk stops took place at stations with an adjacent highway that the train needed to clear when it stopped.

Running the combine backwards would place its baggage door between the grade crossing and the depot where a truck could back in to drop off cans of raw milk. At the same time, the vestibule end would

be in the middle of the platform for any early morning passengers.

– Jim Hediger, senior editor

I've been seeing a lot of tank cars hauling molten sulfur and wonder what sort of industry would use large quantities of this chemical?

Billy Montgomery
Corsicana, Texas

The sulfur tank cars you're seeing could be going almost anywhere, since sulfur is a common element used in many chemical and industrial processes. Much of the liquid sulfur we see is a refinery byproduct that originates from the vast oil-producing region in southern Alberta, Canada.

Large quantities of sulfur go into the production of agricultural

chemicals, including slow-release fertilizers and a variety of compounds used as pesticides. Sulfur is a major component in vulcanized rubber products such as tires, and it's used in the manufacturing of cellophane and rayon.

Much of the sulfur is converted to sulfuric acid for petrochemical refinery systems, wastewater processing, and the chemical separation of various minerals.

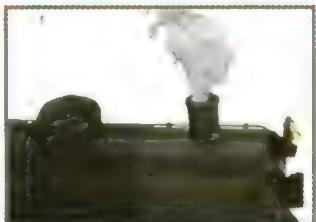
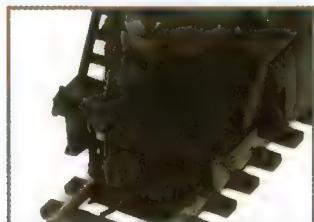
Sulfite chemicals, derived from sulfur, are used to bleach the wood pulp in papermaking. And many other sulfur compounds may be found in detergents, fungicides, dyes, and medicine.

Given its versatility, molten sulfur tank cars could be routed to many destinations during model railroad operating sessions. – J.D.H.

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Information Desk



Conductor's window

Compared to a normal dome coach, the small extra window next to the vestibule is the only exterior clue that this *California Zephyr* coach includes the conductor's office.

I recently ran across a reference to a "conductor's coach" that was used on some passenger trains. What exactly is a conductor's coach and how would you go about modeling it?

Wendell Ebbens, *Sterling, Ill.*

The "conductor's coach" refers to a regular passenger car fitted with a small office for the train's conductor. They operated on a number of western railroads to give the conductor a quiet place to take care of his daily reports.

Each conductor's office was only slightly larger than a telephone booth, fitted with a single seat and a small desk with a shelf, bulletin board, and work light. Some cars also had a curtain across the doorway that provided some measure of privacy.

The conductor's office was usually just inside the car's vestibule end where it replaced part of the luggage rack. Some conductor's offices also included a small window (see the photo) that wasn't on other coaches.

Conductor's coaches were relatively rare, so most conductors just set up shop in an open pair of coach seats near the vestibule they were using to load and unload passengers. On night trains, they'd often use an unoccupied sleeper space, or work on a table in the diner after the trip's evening meal service ended. —J.D.H.

Send your questions about prototype railroading to Information Desk, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmag.com. We regret we can't answer all the questions we receive.

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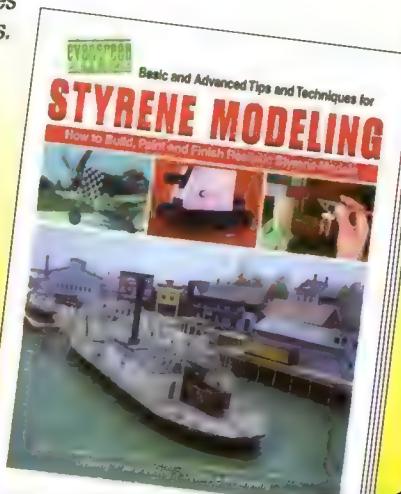
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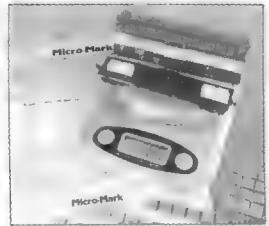
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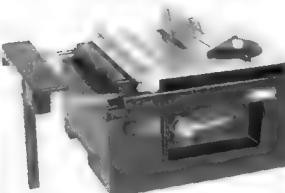
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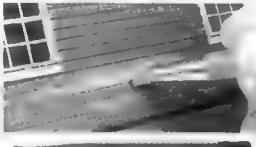


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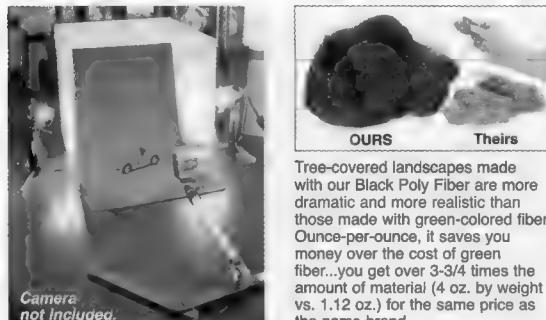


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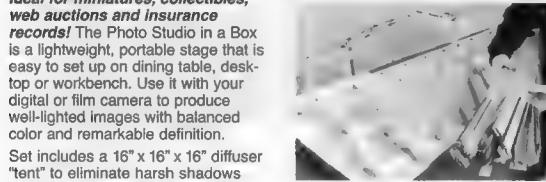
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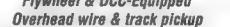
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Removable scrap loads

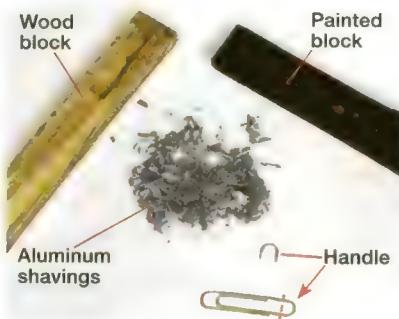


Railroads haul a lot of recycled metal. These scrap loads are always interesting due to their variety of textures and contrasting colors like this rusty load next to clean metal culled from a stamping plant. Dan Goins photo

Steelmakers use large quantities of recycled scrap metal that's shipped in from scrapyards all over North America. These loads are always interesting due to the wide variety of colors, textures, and odd shapes in the scrap. Here's how I made a batch of removable scrap loads for HO scale gondolas, and the same methods will also work for other scales as well.

The "steel" scrap in my loads is made from aluminum shavings that I bought years ago at a train show. If you can't locate a source of similar shavings, bits of scrap styrene or non-magnetic plastic pot scrubbers will also work. Avoid using steel wool because it sheds small shards of metal that are attracted to motor magnets.

I cut small blocks of plywood to use as the bases for each load and



painted them flat black. See the photo above. I installed a small U-shaped handle in the middle that's made from the cut off end of a paper clip. Then I used a thick layer of white glue to attach the scrap metal to the block.

To let the plywood bases drop freely into the gondolas, I cut them slightly undersized. This makes the

load easy to remove and the slight gap around the perimeter isn't noticeable thanks to the dark edges on the finished load. For variety, I removed a layer of the plywood from a few blocks to produce loads of varying heights.

Scrap loads come in many different hues ranging from colorful shredded vehicles to bright silver (recently processed metal) to dark rusty brown. I made most of my loads a dark rusty color to match what I've seen standing around a local steel company, but a couple of them are in brighter colors to represent loads from other sources like a stamping plant.

It only takes a couple of evenings to make a bunch of these loads. Using a wood base also provides some additional weight in a loaded car. — Dan Goins, Martinsville, Ind.

How do I drill holes for feeder wires through my roadbed and several layers of extruded foam scenery?
Terry Wyman, Dubuque, Iowa

The easiest way is to get an extra long drill bit. They're about 12" long and come in a variety of sizes from $1/8$ " to $1/2$ " in diameter.

These long-shank bits have normal length fluting near the



cutting end, so you'll need to pull the bit out of the hole several times to clear the chips as you drill. Using a bit about $1/16$ " larger than your

feeder wire will produce a nice smooth hole that the wire will slide through without difficulty. — Jim Hediger, senior editor

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Workshop

I recently purchased the Faller HO scale Boy Scout camp because I have a son participating in Scouting. Do you have any recommendations for making the plastic tents look more realistic?

Dan Wolfer, Schertz, Texas

Both of my sons are Eagle Scouts, so we've seen a lot of Boy Scout campsites. The trick to painting the tents will be to give them a dead flat finish. The usual canvas tents are treated with a water repellent that's about as flat a finish as I've ever seen. You might even want to try dusting them with a little dark green powdered pastel.

Some of the newer tents are made out of colorful synthetic fabrics that are shiny. Even so, I'd simulate them with a semi-gloss finish, as you don't want to give the tents a shiny porcelain-like surface. An Internet search for "tents" should give you a lot of ideas for appropriate colors.

Most of the typical campsites are set up around a fire pit, with a couple of picnic tables and a group cooking area in the middle.

Don't forget that Walthers also sells campfire sets that have flickering fire effects. One of these could be handy for a night scene. —J.D.H.

Organizing decals. I've been trying to figure out a way to organize my decals from various manufacturers and finally hit upon the perfect system. I found the answer in my wife's scrapbooking supplies: it's a 12" x 12" "Drop-in style" organizer that stores paper, stickers, and other flat items in a three-ring binder.

These binders are sold in craft stores. Mine uses 12" x 12" clear plastic inserts that come in various combinations of storage pockets. On top of that, the binder has a zipper that fully encloses it, so I don't have to worry about spills.

—Blair Barker, Goose Creek, S.C.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrrmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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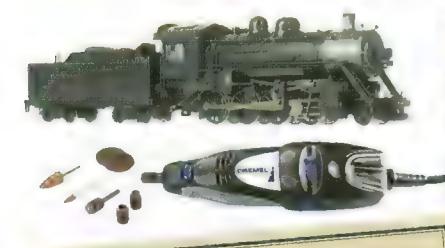
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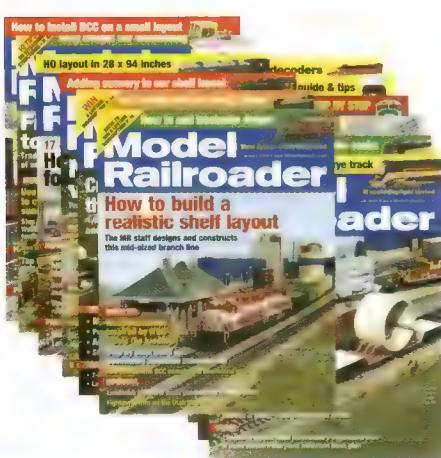
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3. Prizes and Odds of Winning. One drawing will be held on or around May 31, 2009 for the following awards: One (1) Grand Prize consisting of a \$1,000.00 Gift Certificate redeemable at the hobby shop of the winner's choice (selected retailer must be listed in at least one yellow pages directory under "Hobby & Model Supplies - Retail") and a lifetime subscription to *Model Railroader* magazine (Estimated value \$1,073.75 based on \$42.95 per year for 25 years) (Total retail value is \$2,073.75). One (1) First Prize consisting of products from Woodland Scenics: (3) Mod-u-Rail Straight Kits (Retail value is \$135.99 each), (3) Straight Stands (Retail value is \$103.99 each), (2) Mod-u-Rail Corner Kits (Retail value is \$44.99 each), (2) Corner Stands (Retail value is \$34.99 each), and (1) City and Industry Building Set (Retail value is \$229.99). Total retail value is \$1,109.89. One (1) Second Prize consisting of a Digitrax Super Chief 8 amp Radio Starter Set. Total retail value is \$659.99. One (1) Third Prize consisting of products from Custom Model Railroads: (1) Donaldsons Department Store in HO scale (Retail value is \$152.00) and (1) Merchants Bank & Trust Co. in HO scale (Retail value is \$173.00). Total retail value is \$325.00. Three (3) Fourth Prizes each consisting of a \$100 gift certificate from Micro-Mark. Ten (10) Fifth Prizes each consisting of a one-year subscription to *Model Railroader* (Retail value is \$42.95 each). Cash equivalents of merchandise will not be awarded. Substituting prizes is not allowed. Any applicable federal, state, and/or local taxes are the responsibility of the winner. Odds of winning depend on the number of entries received. Total circulation for *Model Railroader* is 155,106. Sweepstakes void in Quebec and void where prohibited.

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Step by Step



This ballasted-deck concrete trestle and lift bridge span Milwaukee Harbor on the Milwaukee, Racine & Troy. Cody Grivno shares tips for scratchbuilding the modern trestle from wood. Photos by Bill Zuback and the author

Model a harbor scene: part 1

When visitors walk into the room that houses our HO scale Milwaukee, Racine & Troy, one of the first things they see is Milwaukee Harbor. Though we have a backdrop for the scene, which Rick Johnson described in the September 2005 *Model Railroader*, the lack of water, sea walls, and other features makes this area look incomplete. In the next two installments of Step by Step, I'll show you how I brought this harbor scene to life.

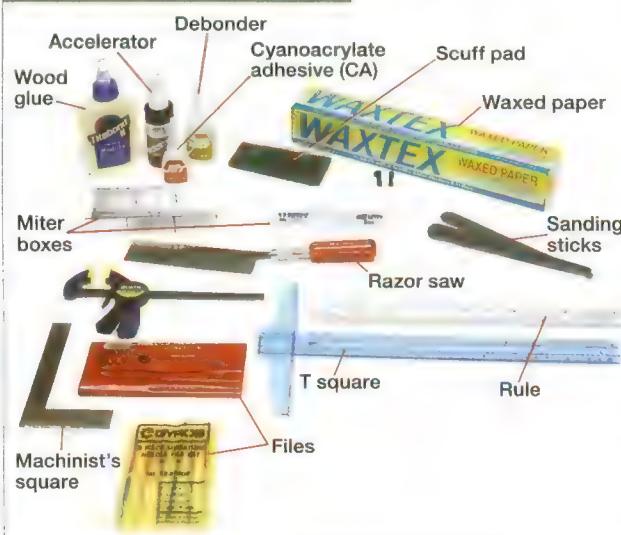
This month, I'll focus on the ballasted-deck concrete trestle and lift bridge that span Milwaukee Harbor. The lift bridge is now offered by Faller, but the concrete trestle is scratchbuilt from wood. Though the trestle was built by former managing editor Jim Kelly and installed long before I joined the MR staff, I'll show you techniques for building a similar structure. If you're not into scratchbuilding, concrete bridge kits are offered

by BLMA and Scale Segmental Bridge Co., among others.

For more on modeling bridges, read *The Model Railroader's Guide to Bridges, Trestles & Tunnels* by Jeff Wilson (Kalmbach Publishing Co., 2005). The book contains modeling tips, prototype photos, and a list of commercially available bridge kits.

Next month, we'll finish up Milwaukee Harbor by installing the sea walls and breakwater rocks and pouring the water. **MR**

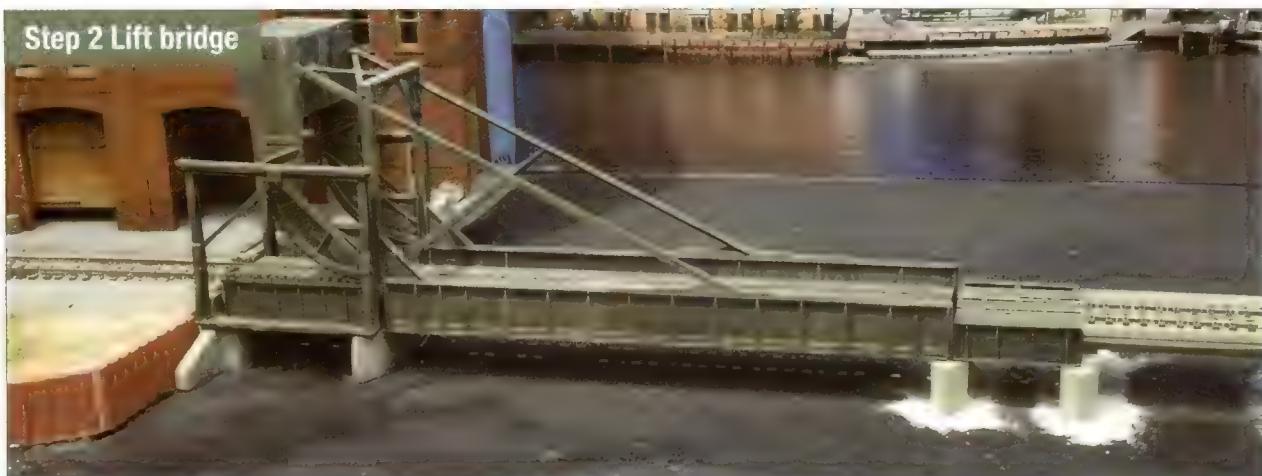
Step 1 The right supplies



Scratchbuilding from wood is easy if you have the right supplies. The image at left shows a sampling of the items needed to model the concrete trestle. Miter boxes and a razor saw are handy for cutting wood at angles. Miter boxes have guides for 45- and 90-degree cuts. Also, the one Midwest Products produces has guides for 22½-, 30-, and 60-degree cuts.

Both wood glue and cyanoacrylate adhesive (CA) work well for bonding wood. If you use the latter, keep some debonder handy if you need to separate parts (or your fingers.) When gluing parts with CA, work on a sheet of waxed paper. The adhesive doesn't stick to waxed paper, so if excess CA seeps out of a joint, it won't bond the parts to your work surface. You can make the CA dry almost instantly with CA accelerator.

Other handy items including sanding sticks and files, a rule, machinist's squares, and clamps. Keep a scuff pad handy to remove any fuzz from the wood before spraying it with primer. For more on painting and priming the bridge components, see **step 6**.

Step 2 Lift bridge

The lift bridge in our Milwaukee Harbor scene was assembled and painted by executive editor Andy Sperandeo from a kit formerly offered by IHC (now available from Faller.) The bridge was later drybrushed with Polly Scale L&N Gray and Rust to make it look like it has been in use for a while.

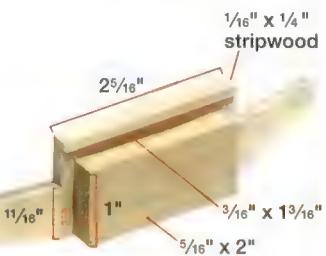
In order for the lift bridge to match the height of the ballasted-deck concrete trestle, three piers were made to fit. Each pier is a $3\frac{1}{4}$ " length of $\frac{1}{2}'' \times \frac{3}{4}''$ stripwood. The end of the bridge next to the shore is supported by a bridge abutment, which is covered in the next step.

Step 3 Abutments and wings

To ensure the parts of the abutment will be at right angles and have clean cuts, use a miter box and a fine-tooth razor saw. Assemble the components with medium-viscosity CA or wood glue. Use a clamp to hold the three-piece assembly together while the glue dries.



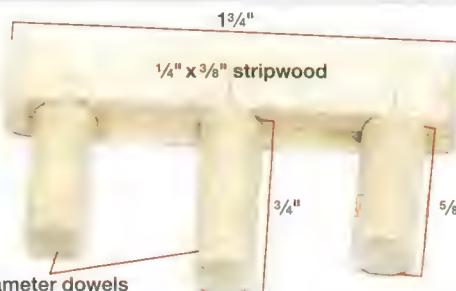
Depending on the terrain at a given location, the wings on prototype abutments can face backwards at an angle of 30 degrees or greater. Once you've marked the angle for the wings, use sanding sticks to shape the stripwood. Start with a coarse stick and then use medium and fine sticks to do the final shaping.



Here is one of the finished abutments with the wing walls attached. The wings in our harbor scene angle downward, but to be prototypically correct, they should be flat and at the same height as the sheet piling. On full-size railroads, the wings angle down if the roadbed behind them does.

Step 4 Trestle bents

Each trestle bent has a cap which transfers the load to the piles below. The caps on our bridge are $1\frac{3}{4}$ " lengths of $\frac{1}{4}'' \times \frac{3}{8}''$ stripwood. A piece of $\frac{1}{4}$ "-diameter dowel serves as a handy guide to trace the end profile of the cap. Use sanding sticks to shape the wood.



After the caps are shaped, attach the three piles ($\frac{1}{4}$ "-diameter dowel cut to length) with CA or wood glue. Since the middle piles were glued into a hole drilled in the layout, it was cut longer. The outer piles were glued directly to the layout table.

Step by Step

Step 5 Bridge deck and curbs



The bridge deck is $\frac{3}{8}$ " x 2" mullion, which is available at most hardware stores and home centers. At less than one dollar per foot, you can build a sizeable concrete trestle fairly economically. However, the mullion is 2" wide, so you'll need a large miter box to cut it.



Prototype ballasted-deck bridges have curbs to contain the ballast. To re-create the slight lip between the curb and bridge deck, attach a piece of .020" styrene to a machinist's square with double-sided tape. Then press the bridge deck (mullion) against the styrene and attach $\frac{1}{8}$ " x $\frac{1}{8}$ " stripwood with CA.

Step 6 Priming and painting

Once you have all of the bridge decks, abutments, wing walls, and bents assembled, mask any surfaces that will be glued (e.g. tops of the caps on the trestle bents). Then spray the parts with Rust-Oleum Gray Automobile Primer. This will ensure that the final color will cover evenly. Let the primer dry for 24 hours before spraying the final color. Polly Scale Concrete or Aged Concrete are two colors that work well.



Step 7 Track and ballast

The track can be installed using track nails or latex caulk. The former were used on the concrete trestle, as shown in the photo at right. Drill pilot holes in the ties so you can press (not pound) the nails into the wood.

If your bridge is on a curve and you use latex caulk, you don't need to add nails as the ballast (once glued down) will further hold the track in place.



With the track in place, mask the bridge and spray the rails and ties with Polly Scale Railroad Tie Brown. When the paint is still wet, wipe the rail heads with a cotton swab soaked in Windex. Any stubborn paint can be removed with lacquer thinner or an abrasive track cleaning block.



Once the paint dried for 24 hours, you can ballast the track. We used a 50:50 blend of Highball Products Light Gray and Dark Gray limestone ballast on our modern concrete trestle.



Spread the ballast between the rails with a $\frac{1}{2}$ "-paintbrush, making sure there are no granules on the tops of the ties or web of the rail. Then spray the ballast with 70 percent isopropyl alcohol and let it soak in for about 30 seconds. Finally, use a pipette to apply Woodland Scenics Scenic Cement. You know you've applied enough when you can see the Scenic Cement between the granules. Let the Scenic Cement dry, and then spread the ballast between the rails and curbs.

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With some pride and a great deal of trepidation we present the first issue of *The Model Railroader*."

With those 18 words, a young Albert Carpenter Kalmbach introduced our January 1934 issue to 272 subscribers.

Volume 1, No. 1 was only 12 pages long and cost all of 10 cents. A year's subscription was \$1. The Milwaukee-based magazine was created with a second-hand printing press and lots of enthusiasm, as expressed by its first slogan "Model Railroading is Fun."

Al's concept of *The Model Railroader* was formulated long before 1934. At age 12 he started a school newspaper with his friends. By age 13 he was editing and printing a neighborhood newspaper called the *Milwaukee Sun*, which grew to a circulation of 1,500. In high school he was spending his study hall hours contemplating a magazine about model railroading.

After graduation from Marquette University, Al entered the printing business full time. While hustling for print jobs such as church bulletins, he also was compiling a list of potential *Model Railroader* subscribers. Years later Al said that he figured there were only about 1,000 known model railroaders in the country in the early 1930s.

That first issue in 1934 include the magazine's first layout photo feature, E.H. Nervo's outdoor O gauge layout; its first prototype locomotive drawing, a Pennsylvania RR T-5 electric; and its first scale track plan, Harry Albrecht's Pennsylvania RR layout.

JUMBO ANNIVERSARY ISSUE

Model Railroader

January 2009
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75 YEARS

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- Pave roads
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75 YEARS

MODEL RAILROADER

The RAILROADER

JANUARY, 1934

Ten Cents

Highball!

WITH some pride and a great deal of trepidation we present the first issue of *The Model Railroader*. We will try to make this magazine in every way all that its name indicates. A paper of this type must necessarily be somewhat of a cooperative effort of thousands of men (yes, and even women) to whom model railroading is a precious hobby. We can only furnish a means for the interchange of ideas. And that is what we intend to do to the best of our abilities. Our circulation is limited by the extent of the field, and we cannot hope to attain a large or lucrative business, but we are model railroad fans ourselves and we hope to advance our hobby. We know that there are enough model railroaders in this country to appreciate a magazine of this type devoted exclusively to their hobby, and we know that if we will at least enable it to meet the high costs. And as soon as it is supported to a greater extent we promise to increase the size of the magazine and the number of illustrations used.

The Milwaukee Commercial Press, an organization having years of experience in the publishing of church and school papers and community newspapers will devote its organization to the editorial and mechanical details. Facts about model railroads, contributed in whatever form, will be worked up into readable articles by this staff. Photographs will be made into cuts and printed by the best of modern processes, and a commercial artist will do what pen and ink work is necessary for explanatory sketches and to lend artistic color to the magazine. The Model Railroad Club of Milwaukee has helped with ideas and material and encouragement. We hope that other clubs and individuals elsewhere will also help this publication to help their fellows. All we can do is to reiterate our promise: "That every dollar taken in as subscription or advertising revenue, and every article or idea contributed, will be given back to the craft in full in a magazine well edited, well printed, and economically and generously managed."

A. C. KALMBACH, Publisher

Published Monthly by A. C. Kalmbach and Co., 545 S. 84th St., Milwaukee, Wis. Subscription, \$1.00 per year or \$2.50 for three years, single copies 10 cents. Contributions are solicited, but cannot be paid for. Their publication will be solely at the discretion of the board of editors.

By July 1934 the magazine's circulation had topped 1,000. The first modeling contest was announced in 1938. *The Model Railroader* became simply *Model Railroader* in October 1945. Circulation grew to 45,000 by 1949.

The magazine's first project railroad series, "Building the Pine Tree Central," was published in 1952. L-girder benchwork made its debut in 1963. The list of mileposts large and small goes on and on to the present day.

So much has changed in 75 years, yet the mission of *Model Railroader* magazine – to help its readers become better model railroaders – remains the same. E.H. Nervo's 1934 outdoor layout has lead to Allen McClelland's Virginian & Ohio RR on page 58 in this issue, the 1934 Pennsy T-5 electric drawings have given way to Harold Russell's coaling tower drawings on page 52, Harry Albrecht's 1934 track plan set

the stage for John Armstrong's Pennsy plan on page 72, and the 1952 Pine Tree Central project layout laid the groundwork for the staff-built Milwaukee Road "Beer Line" sectional layout on this month's cover.

So, with equal pride and far less trepidation than in 1934, we present to you the 901st issue of *Model Railroader* magazine, celebrating our 75th anniversary. – Neil Besougloff, editor

More on our Web site

See several videos on the history of *Model Railroader* magazine, Kalmbach Publishing Co., and the hobby of model railroading at www.ModelRailroader.com



1. Milwaukee Road's Beer Line is the theme for *Model Railroader*'s 75th anniversary project layout. Here we see a Fairbanks-Morse H-10-44 switcher leading a string of boxcars past Schlitz on the HO scale layout.

Build the Beer Line

PART ONE

Track plan, layout configurations, and benchwork for our new HO scale project layout

By Cody Grivno • Photos by the author, Jim Forbes, and Bill Zuback



When searching for a locale for our 75th anniversary project layout, we turned to our old neighborhood in downtown Milwaukee, Wis. The "Brew City" not only has a strong connection with model railroading (Kalmbach Publishing Co., Wm. K. Walthers Inc., and the National Model Railroad Association), it has a rich railroad history as well. The Milwaukee Electric Ry. & Light Co., Chicago & North Western, and Milwaukee Road were all here. Though all of these railroads featured interesting operations, it was a Milwaukee Road indus-

trial branch that proved the best fit for our 4 x 12-foot HO scale layout. Welcome to the Beer Line, circa 1947.

One layout, many looks

The Beer Line was in a gritty, industrial part of Milwaukee. In the 1940s, when coal was used prominently by industries (and to heat houses), everything had a sooty appearance. Overgrown weeds and assorted junk could be found in empty lots.

Though we've built several project layouts over the years, this one is special for several reasons. First, it fea-

tures an innovative design. Managing editor David Popp designed the layout in four sections that can be rearranged into different shapes, as explained on page 48.

Second, it's one of the most detailed model railroads we've built in a long

► Build the Beer Line series

Coming next month: Roadbed, track, wiring, and Bachmann Dynamis Digital Command Control.

Milwaukee Road Beer Line

HO scale (1:87.1)
Layout size: 4 x 12 feet

Scale of plan: $\frac{1}{4}$ " = 1'-0", 12" grid
Numbered arrows indicate photo locations

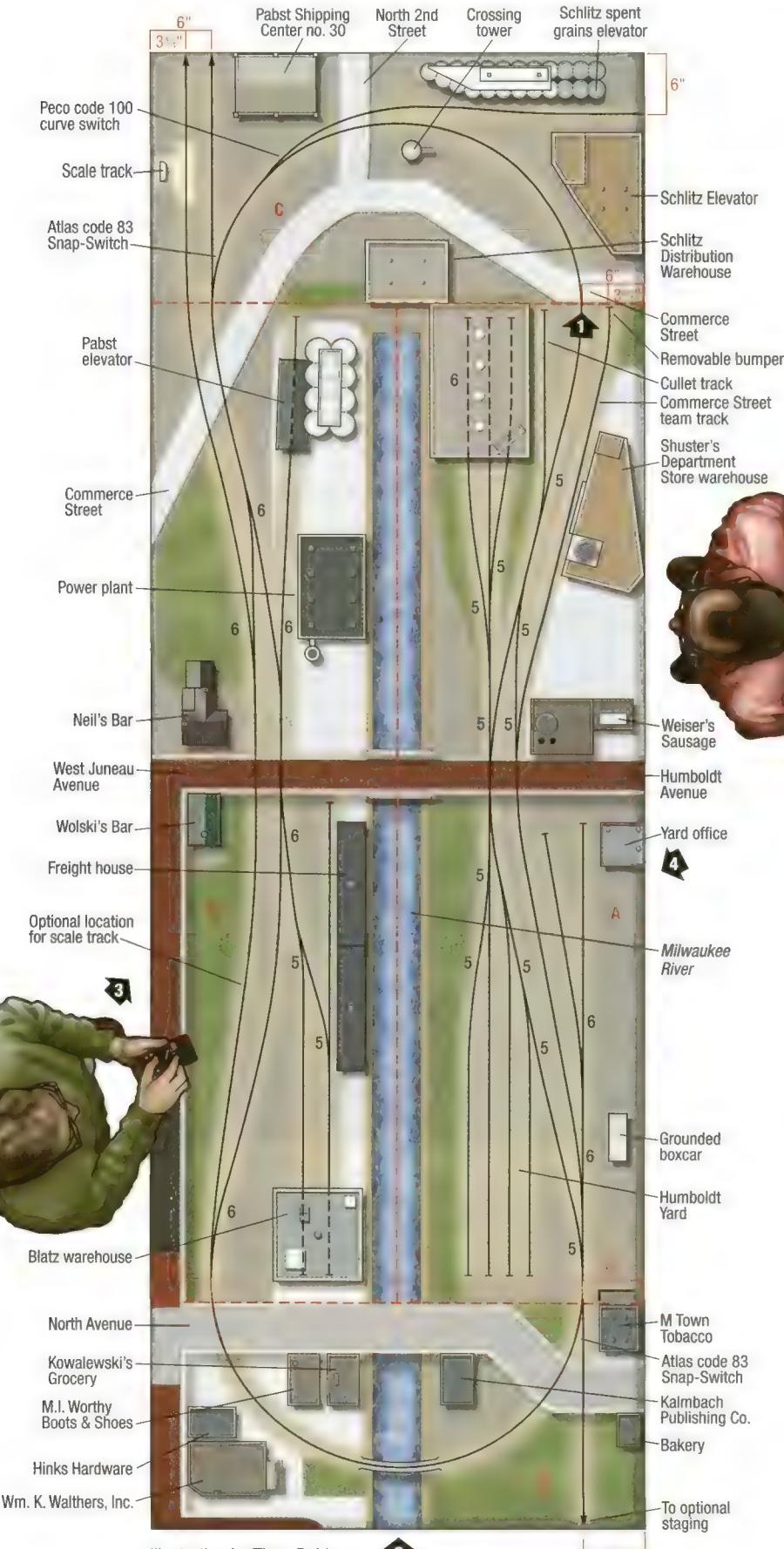


Illustration by Theo Cobb

The layout at a glance

Name: Milwaukee Road's Beer Line
Scale: HO (1:87.1)
Size: 4 x 12 feet
Prototype: Milwaukee Road's Chestnut Street Line
Locale: Milwaukee, Wis.
Era: 1947
Style: sectional
Mainline run: 24 feet
Minimum radius: 18"
Minimum turnout: no. 4
Maximum grade: none
Benchwork: sectional tables
Height: 44"
Roadbed: cork
Track: Atlas code 83 flextrack and Peco American-prototype turnouts
Scenery: extruded-foam insulation board and Sculptamold
Control: Bachmann Dynamis Digital Command Control (DCC)

time. Several of the structures were kitbashed or scratchbuilt to match prototypes. Though some selective compression was necessary, especially with the brewery buildings, we were still able to capture the look of the Beer Line.

We used some modeler's license, too. For example, the first Kalmbach Publishing Co. office was actually located on 84th Street in West Allis, a Milwaukee suburb. The Wm. K. Walthers building, which we'll see in part four of this series, was on Water Street in Milwaukee. The power plant and Milwaukee Road freight house, which were next to each other in reality, are on opposite sides of the street here.

A completed layout (finally!)

As Neil Besougloff noted in his editorial in the June 2008 issue of *Model Railroader*, it took us a bit longer than the two weeks we'd first planned to finish the Beer Line. As you can see, the layout is now finished (finally!).

Over the next five months, we'll show you how we built the Milwaukee Road Beer Line. Even if you don't build the layout like we did, many of the techniques we'll show you can easily be adapted for use on your own model railroad. So follow along as we show you how to build the Beer Line from the benchwork up. **MR**

More on our Web site

This month David Popp will show you how to connect the four sections of the Beer Line. To watch the video, visit www.ModelRailroader.com.



2. Managing editor David Popp (left) and associate editor Cody Grivno stand next to the Milwaukee Road Beer Line in its oval configuration. The layout can also be arranged in F and J shapes, as explained on the next page.



3. A Fairbanks-Morse switcher and ribbed-side boxcars help establish the Milwaukee Road prototype.



4. The Walthers H-10-44 model is a perfect fit for our Beer Line layout. The engine is switching cars at Humboldt Yard.

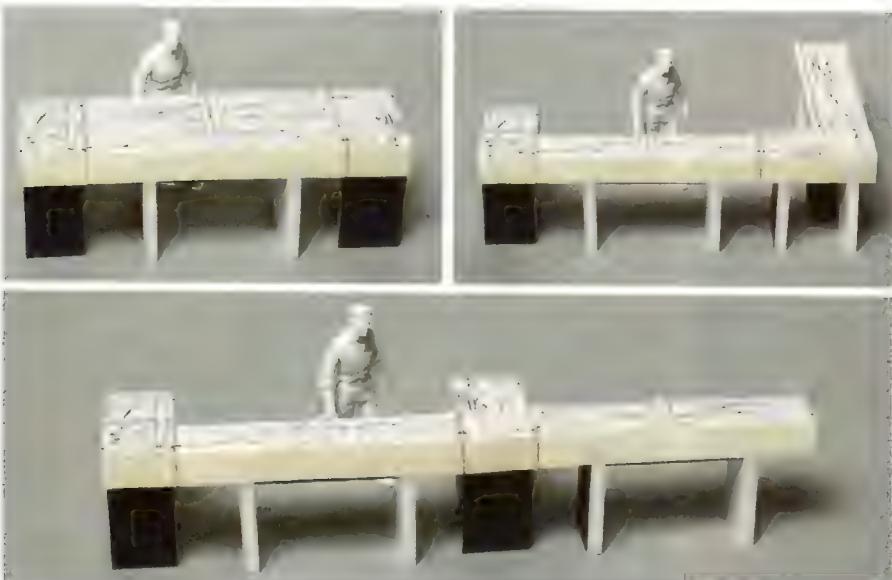
LAYOUT CONFIGURATIONS



Once the benchwork sections were completed, senior editor Jim Hediger helped David test them in each of the configurations. Here is the J setup.



For those that have a long wall to work with, the layout can also be set up in its F configuration. All setups can have an optional staging yard added at this end.



As part of his test of the design concept, David made this scale 3D paper model. All three possible configurations (oval, J, and F) are shown here.

When I set out to design our HO scale Beer Line, I wanted something a little more versatile than a standard 4 x 8 table layout. Several years earlier, while standing in the hallway at the *Model Railroader* offices, Terry Thompson, Jim Hediger, and I had kicked around a concept for a sectional layout that could be rearranged, based on available space. Since the Milwaukee Road's Chestnut Street Line (the Beer Line) was essentially a branch that wound its way through the north side of the city of Milwaukee, I figured it would be a good candidate for that type of layout.

After collecting a large amount of data on the Chestnut Street Line, I essentially designed the railroad in an afternoon. The layout is made up of two 2 x 4-foot and two 2 x 8-foot sections. As shown in the photos at left, those four sections can be combined in three different ways, which we have come to call oval, J, and F configurations. All three can have an optional staging yard added to represent the connection to the rest of the Milwaukee Road system. Explanation of the benchwork's construction begins on page 50.

Though the entire run of the Beer Line would make an excellent large urban model railroad, there was just no way to fit everything I wanted into our project layout's various footprints. As such, I concentrated my efforts on the southern end of the branch, which included very "railroad" spots, such as Humboldt Yard, the Schuster Department Store warehouse, the Pabst Elevator, and the famous Schlitz Brewery complex. Because the Schlitz plant was the subject of many railroad photographers (see the Wallace Abby shot at right for an example), I made it the focal point of the layout.

Much of the Chestnut Street Line followed the west bank of the Milwaukee River. As such, the river was also an important part of the design. When set up in its oval configuration, as shown in the track plan on page 46, the river runs through the center of the layout. However, both sides of the river are still the west bank – the river and railroad simply wraps around itself. In the J and F configurations the river is split in half, offering a more realistic presentation.

While the layout runs well in any of its configurations, I prefer the J the most. After making up a train in Humboldt Yard, it's great fun to wind your way through the streets of Milwaukee and switch the industries. – David Popp



The Schlitz Brewery complex was a landmark on the Beer Line. Fairbanks-Morse switchers, such as the one shown here weighing cars in the Commerce Street Yard, were typical power for the branch. Wallace W. Abbey photo

The Milwaukee Road had dozens of branch lines throughout its system, but one of the busiest and best-known was the Chestnut Street Line north of downtown in the railroad's namesake city. "Wait a minute," you might be asking. "I thought this was about the Beer Line?" Don't worry, it is. To the railroad, the branch was known as the Chestnut Street Line. However, it was better known as the Beer Line, and for good reason.

Three of the nation's biggest breweries were on or near the Milwaukee Road's six-mile branch. The Joseph Schlitz Brewing Co., at one time the world's largest brewer, was the biggest industry on the Beer Line. Pabst Brewing Co. (its elevator is partially visible at right) and Blatz were also Milwaukee Road customers.

There was more to the Beer Line than just brew, though. Other rail-served industries included American

Motors Corp. (body plant and warehouse), Kraft Foods and Nabisco (warehouses), and assorted foundries, oil suppliers, lumber yards, and box companies.

The decline of the brewing industry and the Milwaukee Road during the 1980s was a one-two punch that marked the beginning of the end for the Beer Line. Approximately half of the Beer Line was torn up; the Schlitz buildings shown in the photo above were razed in 1986.

Regional carrier Wisconsin & Southern began operating the remnants of the Beer Line in 1992, and purchased it in 1999. Following the abandonment of 2.4 miles of track in late 2007, all that remains of the line is a stub for two customers near WSOR's North Milwaukee Yard.

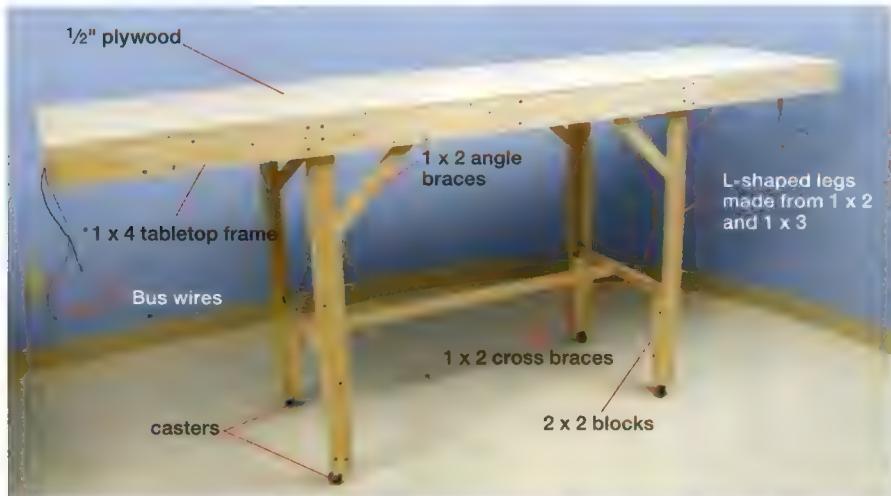
The Beer Line is one of 12 railroads featured in *Classic Railroads You Can Model* (Kalmbach Publishing Co.,

2002). The section on the Beer Line includes two track plans and a chart with the types of cars used by breweries from the pre-prohibition era through the 1970s. To order this book, contact Kalmbach Publishing Co.'s Customer Sales & Service department toll free at 1-800-533-6644 or via e-mail at customerservice@kalmbach.com.

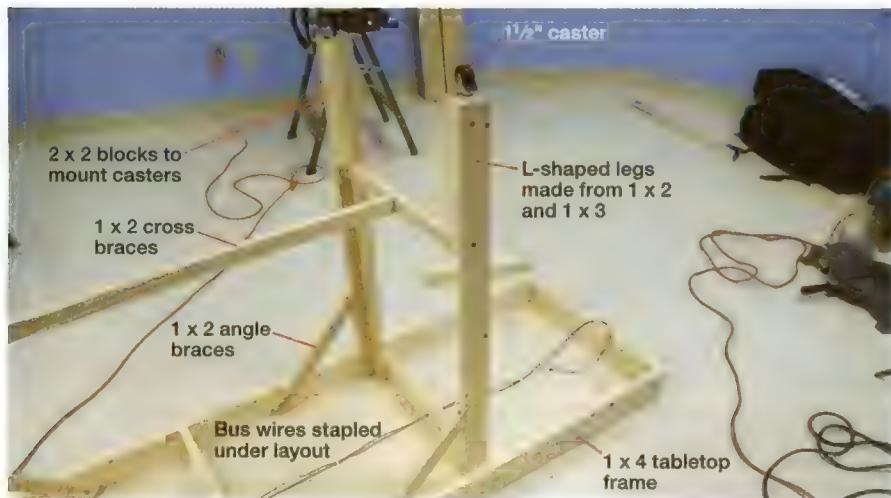
For even more information on the branch line that made Milwaukee famous, read *The Milwaukee Road's Beer Line* by Art Harnack (The Milwaukee Road Historical Association, 2003). This 40-page book contains historical information, maps, and dozens of color and black-and-white photos. The publication is a must-have if you plan on modeling the Beer Line. We consulted it frequently.

The Milwaukee Road's Beer Line can be purchased online at The Milwaukee Road Historical Association's Web site, www.mrha.com. – C.G.

BENCHWORK



This is one of the two 2 x 8 foot sections of the Beer Line. Each section is supported by its own set of legs and has casters to make moving it around the shop easy. The 2 x 4 foot sections were made the same way.



This view shows most of the benchwork construction, including the table frame, legs, and bracing. All joints are fastened with glue and screws.



David first built all the tabletops and legs in assembly line fashion. He and Neil Besougloff then quickly assembled the four sections.

The benchwork for the Beer Line is made of four independent 2-foot-wide tables. Each is mounted on its own set of legs and has 1 1/2" casters, making it easy to move around the workshop. As shown on the track plan on page 46, the layout is made from two 2 x 8 foot tables and two 2 x 4 foot tables. The sections use 3/8" dowel pins to align the tables, and the entire layout, in any of its three configurations, is held together by clamps.

The table frames and legs for the layout are constructed from dimensional lumber. All joints are glued and fastened with 1 1/4" drywall screws. Assembly is simple, involving basic carpentry techniques, and yields a very stable layout surface.

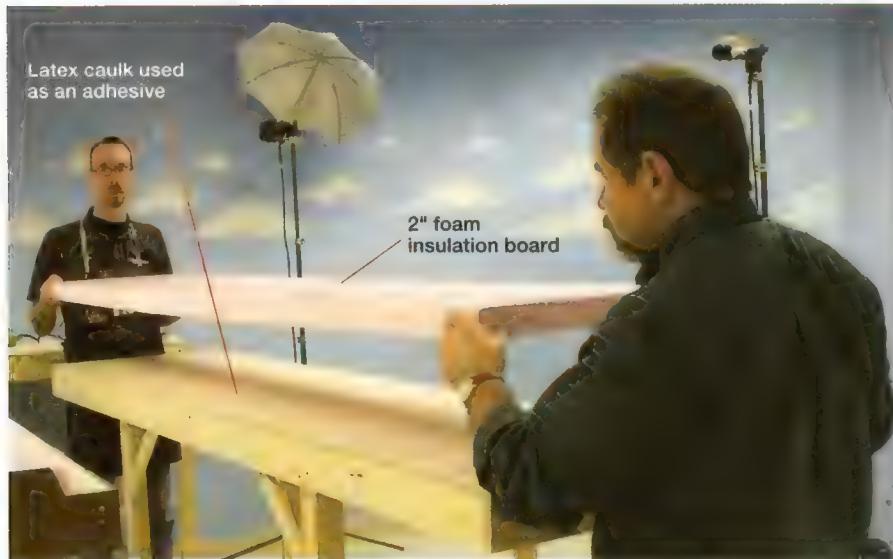
The minimum hand tools you'll need for the project include a hammer, square, tape measure, caulk gun, and a pencil. For power tools, you'll need a drill (with screwdriver attachment and basic drill bits), and one or more saws. I used a chop saw, circular saw, and a reciprocating jigsaw, but you could do the entire project with just the jigsaw if you're careful.

When choosing lumber for layout benchwork, take your time and be picky. It's worth the effort. Lumber that is warped or cupped (or both) will never get better. More than most other project layouts we've built, this layout required a high level of precision to fit together properly, and we needed good-quality lumber to make it work. Neil and I spent more than an hour in the lumber aisle at The Home Depot when we bought the lumber for the project, and we double checked all the boards we'd selected, just to be sure they were straight.

Frames and legs. The table frames are made from 1x4 pine, with cross braces set on 24" centers. I covered the frames with 1/2" plywood, fastening it with yellow carpenter's glue and 1" ringed paneling nails. (The rings keep the nails from slipping out over time.)

The legs are standard L-shapes, made from a 1x2 glued on edge to a 1x3 and held in place with three 1 5/8" drywall screws. The base of each leg has a 12" block of 2x2 glued inside the L. Ordinarily I'd mount adjustable feet in the end of the block so I could level the layout. This time, however, I mounted 1 1/2" casters to the bottom of the legs instead. (Next time I'd use a larger caster, as the 1 1/2" wheels don't roll well on uneven surfaces.)

BENCHWORK (CONT'D)



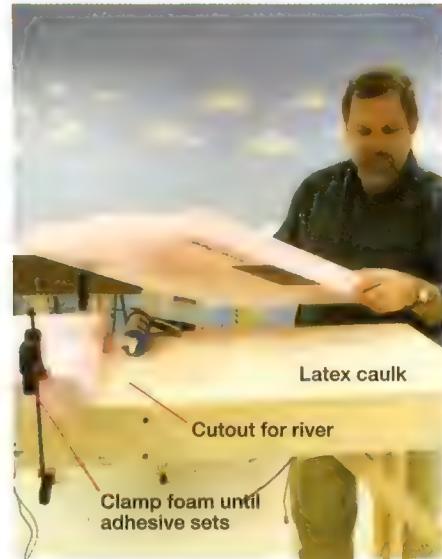
Once the tables were built, David and Neil surfaced them with 2" foam insulation board, cemented to the top with latex caulk used as an adhesive. To save time, they cut out the river sections before gluing the foam in place.

Once the tabletops and legs were built, Neil and I assembled the sections. We glued and screwed all joints, this time using 1 1/4" drywall screws, so the tips wouldn't poke through the back of the wood.

Foam and fascia. The next step in the benchwork process was to add the foam layer that would form the scenery base for the layout. We used 2" foam insulation board, cementing it to the layout with ordinary latex caulk. To keep the foam secured until the caulk set, Neil and I clamped it in place for 12 hours. Since we were going to have to cut out the river from the foam sooner or later, I opted for sooner, making the cuts before cementing the foam to the layout.

After the foam was in place, we applied a 1/8" tempered hardboard fascia to the sections on all sides. The finished layout can be assembled in three different ways, so some sides of the sections are not always hidden. Therefore, we surrounded all sides with fascia. To ensure that the sections would fit together properly, the fascia needed to be flush, so we countersunk all the 3/4" screws we used to mount it.

The last step on the benchwork project was to install the alignment pegs. As shown in the bottom right photo, they are made from 3/8" dowel pins and mounted at uniform positions so that any layout section could plug into any other (though only the tracks on the main loop will line up). —D.P.



After the foam sections were glued to the tabletop, Neil used clamps to hold them firm until the adhesive set.



After the foam was in place, Neil and David added fascia panels made from 1/8" tempered hardboard. The fascia is attached to the frame with glue and screws.



David used 3/8" dowel pins as guides for connecting the sections. The pin locations are standardized so any section can connect to any other.

Fairbanks, Morse & Co. built this coaling station for the New York, Ontario & Western in 1916. It could deliver coal to locomotives spotted side by side. O&W Historical Society Archives



Fairbanks, Morse & Co. 400-ton coaling tower

An unusual structure that delivered both anthracite and bituminous coal

By Harold Russell • Model photos by the author

This massive timber-framed coaling tower was built in 1916 for the New York, Ontario & Western RR at Cadotia, N.Y. Because of its location inside a curve and against a hillside, it has an unusual inside receiving track and capability to deliver anthracite or bituminous coal to steam locomotives spotted side by side. The tipple was also used to store mine-run coal for commercial sale.

Historic background

The NYO&W's main line extended from Weehawken, N.J., to Oswego, N.Y. It had many branch lines, but the most important was the Scranton Division that joined the main line at Cadotia. A steady flow of coal originated from the region around Scranton, Pa., and it moved through Cadotia heading northward to the Great Lakes port of Oswego or southward to New York City.

By 1900, Cadotia (originally named Hancock Junction) had become a vital link in the NYO&W's operations. Coal traffic continued to grow to the point that the Scranton Division was double tracked by 1912. The NYO&W carried about four percent of the coal mined in Pennsylvania, but this traffic amounted to half of the line's revenue.

Cadotia had a modest 16-track yard at the north end and a larger 28-track yard at the south end. Typical steam engine servicing was provided, but major repairs were done elsewhere. The railroad also had a freight house, a passenger depot, and a YMCA nearby.

The south end of the Cadotia yard included a large coal stockpile and retrieval system that allowed the railroad to sell coal at a higher price when demand was high during the winter.

The coaling station

I was fortunate to have the original Fairbanks, Morse & Co. (as the firm was then known) specifications as references for the drawings on the following pages. From these I learned that it had an overall storage capacity of 400 tons in three large bins. Bituminous and anthracite coal were handled in these large bins, which were further divided into upper and lower bins. The upper bin served the outer track, while the lower supplied the inner track.

The largest bin was at the west end with a capacity of 250 tons of coal for locomotives. Being the largest, this bin had four coal chutes. The middle and east bins were similarly constructed, but had only two chutes each. The middle bin held 75 tons of buckwheat size ($5\frac{1}{8}$ " to $7\frac{1}{8}$ " diameter) and the east bin held 75 tons of ROM (run-of-mine) coal.

The HO scale model

Rich Cobb of Clyde, N.Y., scratchbuilt this excellent HO model of the Cadotia coaling station for Joe Bux. Rich used milled basswood shapes and commercial parts wherever possible. He also scratchbuilt the unusual delivery chutes that give this model its distinctive appearance. These photos are included to clarify some of the details that don't appear in the prototype photo. — H.R.



Two locomotive servicing tracks ran side-by-side along the south side of the tower to refuel locomotives with either anthracite or bituminous coal.



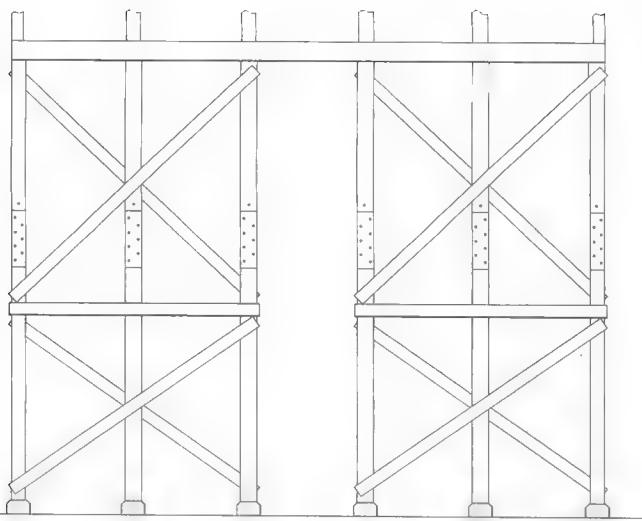
A long, steep stairway on the north side provided access to the elevator and conveyor system and the diverters that routed the coal to the proper bins.

The tipple's timber superstructure was assembled with $\frac{3}{4}$ " bolts and preserved with coal tar paint. Cadotia's coaling station was built against a hillside. Its receiving track was located within the structure and two parallel coaling tracks were alongside. A distinctive rack supported the chutes that served the outside locomotive coaling tracks.

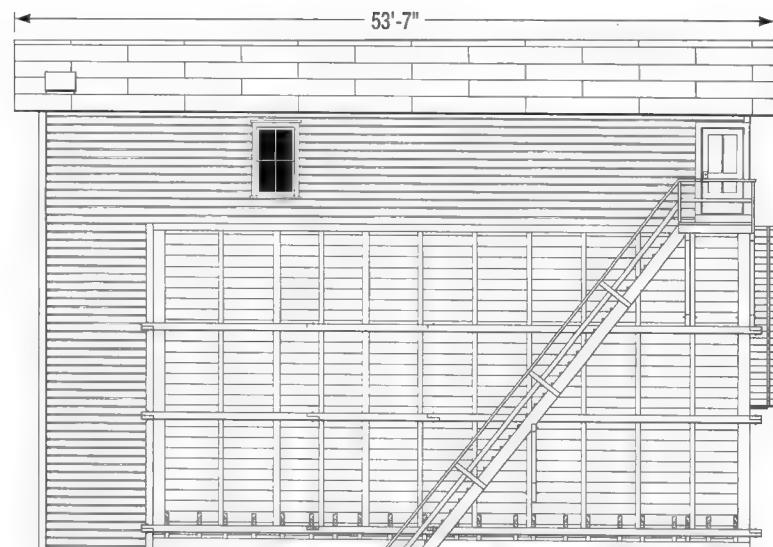
The tipple had a concrete receiving hopper and a bucket elevator that transferred coal up to a horizontal con-

veyor that ran across the top of the bins. Raw sand was dried and screened in the adjacent sand house and conveyed to a large tank mounted on the coaling station. From there it was fed by gravity to the locomotives. **MR**

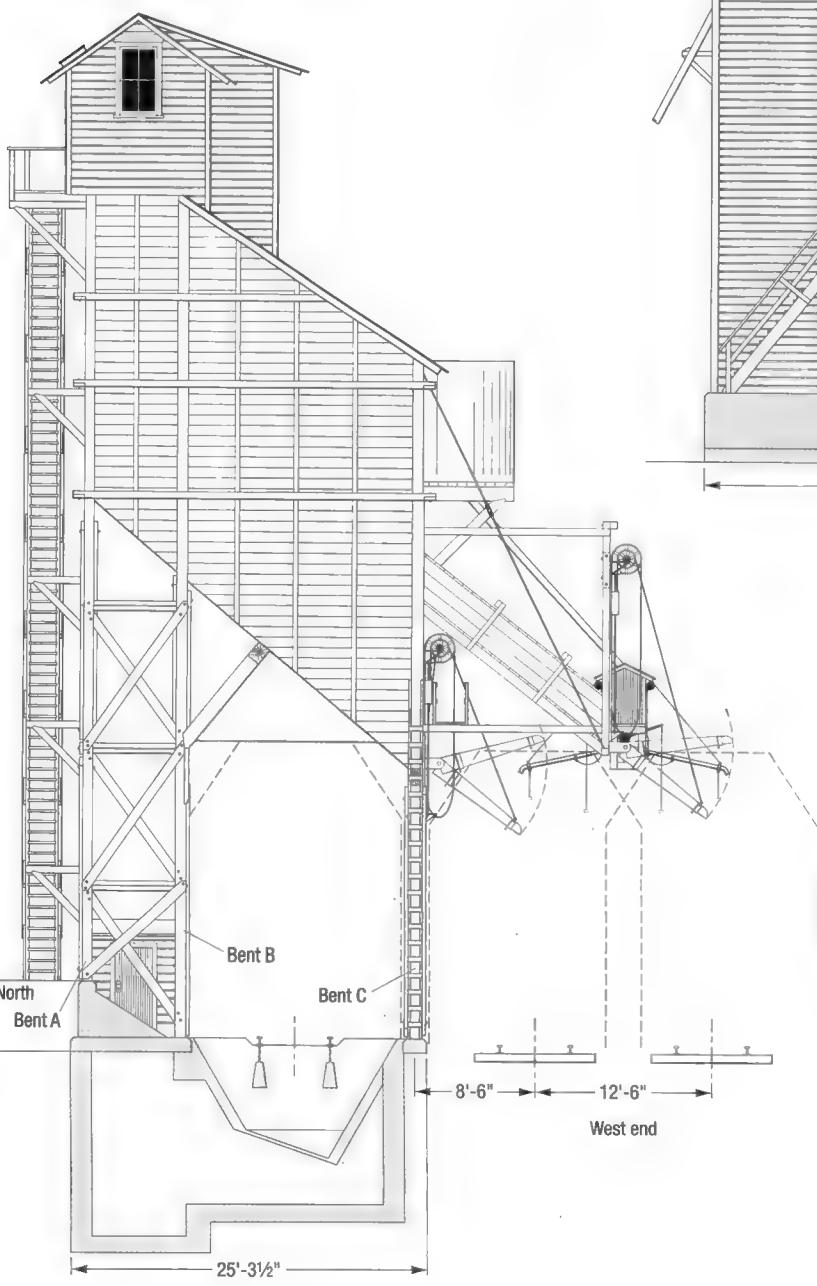
Harold W. Russell is one of the most prolific draftsmen in the hobby. He has had more than 160 drawings and construction articles published in Model Railroader magazine since 1966.



Inner bent B

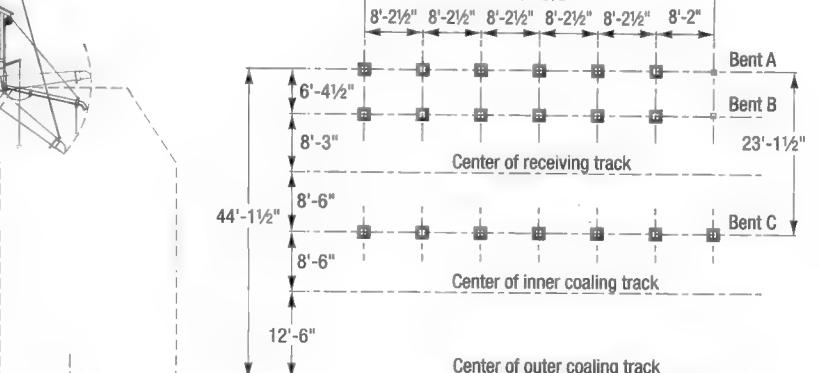


53'-7"



50'-10 1/4"

North (hill) side
Bent A shown (bents B and C not shown for clarity)



Footprint (1/2 N scale)

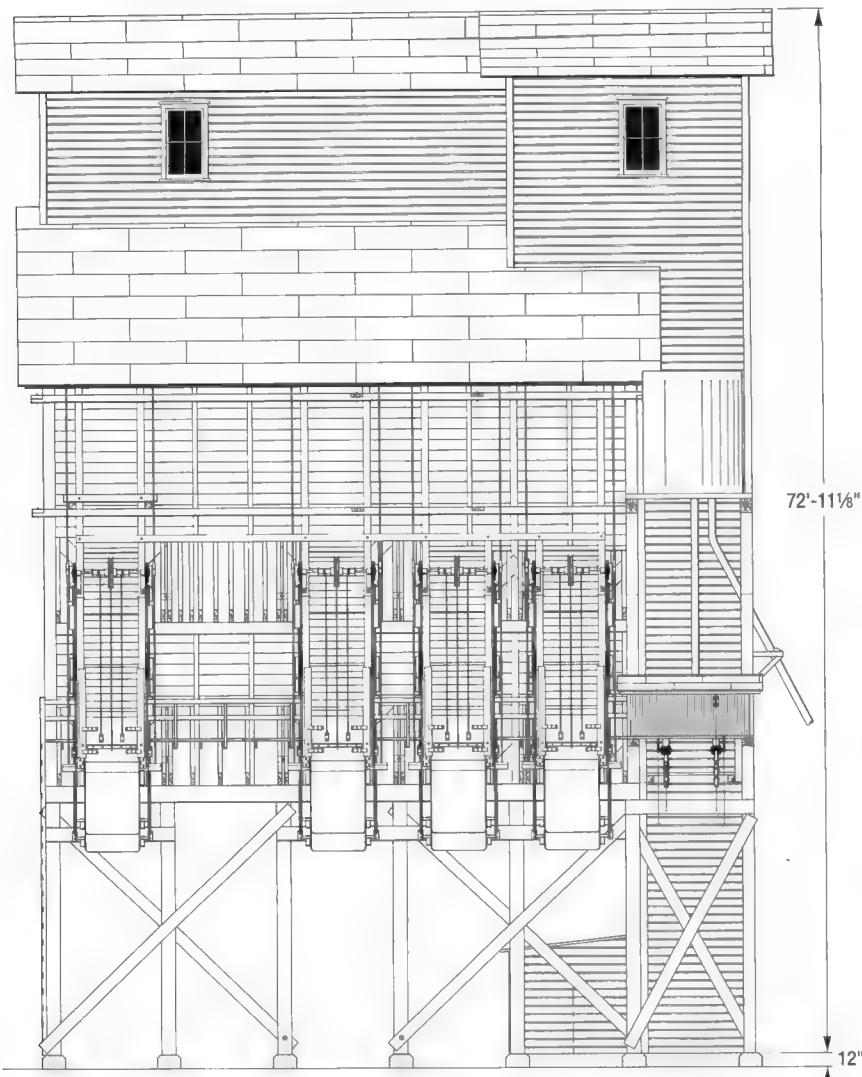
West end

25'-3 1/2"

Bent B
Bent C

8'-6"

12'-6"



Drawn for *Model Railroader* magazine by

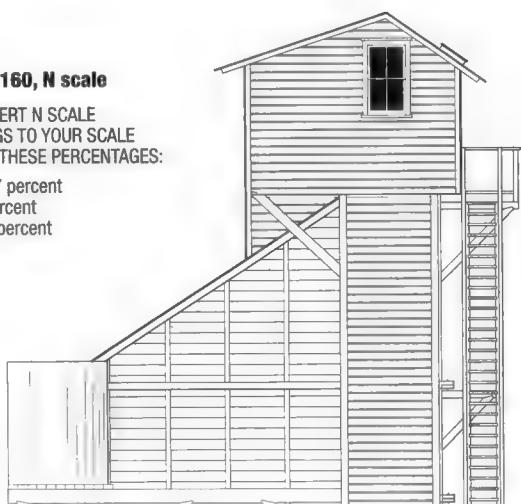
HAROLD W. RUSSELL

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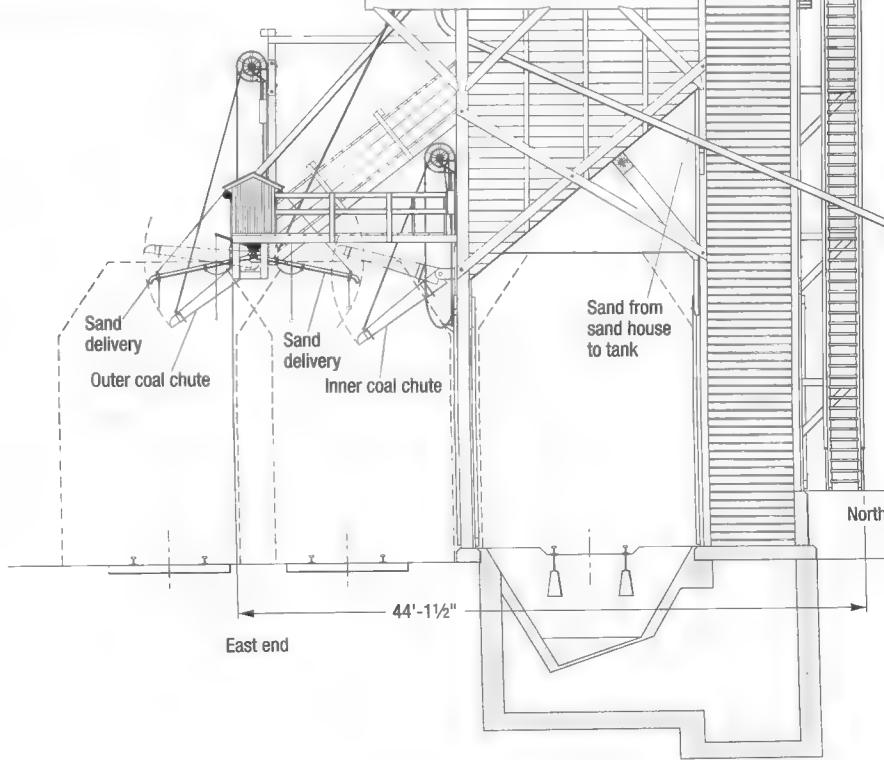
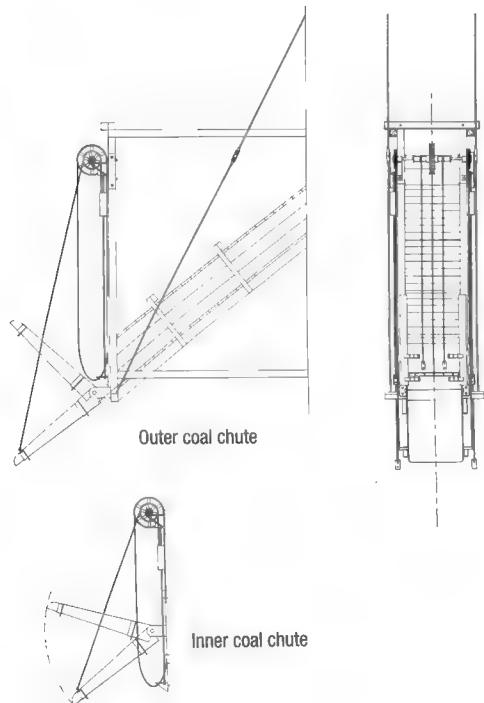
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South (track) side
Bent C and outer coal chutes shown





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- A coupon redeemable for one free unpowered CPR/VIA F9B locomotive is included with each model of *The Canadian*.
- 100% accurate for CPR and VIA, including step skirts
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CPR Maroon (Block) - FP9A 1406 & 1407 plus F9B 1900 #210001
Baggage-Dormitory 3017; Coach 111; Coach 120; Skyline 515; Diner Louise; Chateau Argenson; Chateau Rigaud; Amherst Manor; Douglas Manor; Yoho Park

CPR Maroon (Block) - FP9A 1410 & 1413 plus F9B 1901 #210002
Baggage-Dormitory 3008; Coach 105; Coach 119; Skyline 504; Diner Princess; Chateau Roberval; Chateau Lauzon; Grant Manor; Stuart Manor; Banff Park

CPR Maroon (Script) - FP9A 1408 & 1409 plus F9B 1903 #210003
Baggage-Dormitory 3000; Coach 103; Coach 117; Skyline 512; Diner Kent; Chateau Montcalm; Chateau Iberville; Thompson Manor; Dufferin Manor; Algonquin Park

CP Action Red (5" Stripes) - FP9A 1411 & 1412 plus F9B 4476 #210004
Baggage-Dormitory 602; Coach 108; Coach 123; Skyline 506; Diner Emerald; Chateau Salaberry; Chateau Dollard; Cornwall Manor; Burton Manor; Assiniboine Park

VIA Rail Canada (early) - FP9A 1406 & 1413 plus F9B 1962 #210005
CP Action Red (8" stripes) locomotives with VIA passenger cars
Baggage-Dormitory 605; Coach 102; Coach 113; Skyline 501; Diner Alexandra; Chateau Maisonneuve; Chateau Levis; Cabot Manor; Mackenzie Manor; Evangeline Park

Via Rail Canada - FP9A 1405 & 1414 plus F9B 1965 #210006
Baggage-Dormitory 610; Coach 116; Coach 127; Skyline 516; Diner York; Chateau Bienville; Chateau Lasalle; Bell Manor; Wolfe Manor; Riding Mountain Park

One last visit to the **Virginian & Ohio**



The V&O earned its nickname, "The Ridge Runner," by clinging to the sides of numerous Appalachian mountain ridges. Paul Dolkos caught up with no. 83 just as the train blasted out of Linn Creek Tunnel and crossed a deck-girder bridge.



An era that began back in 1957 comes to a close

By Tony Koester and W. Allen McClelland • Photos by Paul J. Dolkos

One of the most enlightening and progressive eras our hobby has ever enjoyed came to an end in March 2008 when Allen and Sharon McClelland put their home in Miamisburg, Ohio, up for sale and moved into a cottage in a nearby retirement community. Although Allen will continue to build and detail models for others who have depicted portions of his well-chronicled Virginian & Ohio (V&O) on their layouts, there will no longer be a large, inspirational HO scale railroad in the McClelland basement.

Allen and Sharon decided that the time had come to turn home maintenance over to someone else and enjoy more time together and with their grandchildren. They tried to sell the house with the layout intact, but it turned out to be a liability when prospective buyers saw the "train set" in the ample basement.

It had been just a bit more than eight years since Allen and Sharon built a

new home. Allen and many of his close friends worked diligently to get the second edition of the freelanced Appalachian coal hauler operational, and by the time the McClellands had decided to relocate one more time, that goal had been achieved.

The main line was installed, the fiddle yards inside the central peninsula were in place, the coal branch rimming the peninsula and large preparation plant were installed, most industrial tracks had been glued down, and landscape scenery was taking shape.

In short, the Virginian & Ohio was once again alive and continuing to develop, if only for a brief period.

Then it was time to say goodbye. But not before *Model Railroader* contributor and photographer Paul Dolkos photographed nearly every square inch of the railroad to document the momentous run of train No. 83 that we're sharing with you here.

In the final months of the layout, friends stopped by to run trains over

A Virginian & Ohio General Electric unit leads Electro-Motive diesels of the Allegheny Midland and V&O taking train No. 83 out of the Jimtown Yard. The V&O, AM, and Virginia Midland merged to form the Appalachian Lines.

the railroad for the first and last time. Additionally, Allen held an open house for a regional National Model Railroad Association (NMRA) meet. Finally, Allen Keller Productions shot video footage used to compose a DVD of the second and last Virginian & Ohio. By June 2008, the railroad had been dismantled. The trend-setting era of the V&O was officially over.

There is good news, however: Major sections of it were sold to various layout builders. Allen is even helping fellow model railroader Gerry Albers build his HO scale Virginian Ry. layout (see *Model Railroad Planning 2005*), which includes a significant section of V&O main line.

Stories about Allen's V&O were first published in the 1960s. The V&O was a pivotal model railroad as the hobby evolved from its formative years – when just getting scratch- or kit-built locomotives and rolling stock running smoothly was a major accomplishment – to today's efforts to have our

Virginian & Ohio

A letter from Allen McClelland

In the following pages of this feature, Allen McClelland recounts the heritage of his freelanced Virginian & Ohio layout and a pivotal period in the fictional history of the railroad, a bridge line that partnered with other "fictional" model railroads to compete against the Chessie System and other lines.

Rather than tell this intriguing story through a simple first-person narrative, Allen dons the role of the railroad's chief executive drafting a casual letter to shareholders. Even in the waining days of the V&O, Allen remains as inventive as ever. —Ed.



virginian & ohio

W. Allen McClelland
Chief Executive Officer

June 7, 1975

Dear shareholders,

In 1967, the prospect of ever-increasing competition brought three railroad executives together for a high-level conference in West Carrollton, Ohio. Steve King, Tony Koester, and I — the chief executives of the Virginia Midland, Allegheny Midland, and Virginian & Ohio — met to iron out the details of a merger of our railroads into the Appalachian Lines. The merger became effective in January 1968.

Less than a decade later, we again found ourselves meeting to discuss the future of our railroad system, which faced the likes of the Family Lines and now the sprawling Chessie



1 Running ahead of an eastbound steam special, two Alco Century 424s on an eastbound freight meet an empty coal train near the summit at New Garver, W.Va.

2**3**

System. Could we continue to compete? Should we consider offers to merge our system into a competitor's?

It was time to make a careful, first-hand assessment of one of our major assets, the Virginian & Ohio's main line from West Carrollton in southwestern Ohio to Afton in north-central Virginia. More specifically, we wanted to inspect the Gauley and Stone Creek subdivisions in West Virginia and Virginia, as a lot of tonnage moved over or originated on that part of the V&O.

A sense of history

A CEO's first responsibility is to his company and its shareholders, but the three of us have always taken considerable pride in our strong belief in the importance of preserving corporate history. Company archives are filled with photographs and other records of the railroads from their earliest days right up to the mid-1970s.

We therefore arranged for Paul J. Dolkos, a professional rail photographer from the Washington, D.C., area, to document the movement of our special train as well as the day-to-day operations of the Gauley and Stone Creek subs. Paul would be escorted by Curt Marshall, the yardmaster at Undercliff Yard with 42 years of service.

To help us promote the Appalachian Lines' and the V&O's reputations as a soft-coal hauler and bridge route, Curt and Paul would focus more on daily operations than on the special. Therefore, they decided to meet at the east end of the Gauley Subdivision at Santel Yard in Jimtown, Va., and follow west-

2 The chief executives of the three railroads that form the Appalachian Lines rode an inspection train east over the Gauley Subdivision behind V&O 2-6-2 no. 2900. The special met hotshot 83 at the summit near New Garver. Coal magnate Otto Brauer recently restored the compound articulated.

3 The Virginian & Ohio right-of-way is punctuated with a series of bridges and culverts. This deck-girder bridge is just east of the summit of the division.

bound freight No. 83. They would meet the steam special out on the road.

We hope you can find for yourselves reason to see the splendor of the Appalachian territory our railroads serve. Until then, this brief narrative and Paul's photography, some of which our director of community relations has arranged to share with you here, will have to suffice.

A tour of the Gauley Sub

We anticipated a 3 a.m. departure from Gallipolis, Ohio, behind restored V&O 2-6-6-2 no. 2900 following the arrival of Advance 97, a super-hot piggy-back train to St. Louis. Advance 97 was about an hour behind schedule, so our departure was delayed until 4:50 a.m. The delay allowed a thin layer of valley fog to lift and let us enjoy the crossing of the Ohio River as the sun rose.

A quick double blast of 2900's whistle brings us to the present. The engineer for the special's run from Gallipolis, to Jimtown, Va., is our good friend and V&O shipper Otto Brauer, owner of the Otto Brauer Coal Co. A long-time rail enthusiast and qualified engineer, Mr. Brauer had single-handedly saved this locomotive from the scrap line. This would be the 2900's first run since restoration in early 1975. Observing over Otto's shoulder were veteran engineers Jim Rhinehart and Merv Hardman, the crew of the last regular V&O steam run in 1958.

4 Number 83 parallels a freight exiting Horseshoe Tunnel — the railroad's longest bore at 1,802 feet — as both trains descend the grade west of the summit along Pine Creek.

5 Approaching South Marlinton, W.Va., No. 83 soars over the C&O's Greenbrier Subdivision, which follows the Greenbrier River from its main line north to a connection with the Western Maryland at Durbin, W.Va.

6 At the bottom of the eastbound helper grade is Undercliff Yard, named for a prominent geological feature there. The V&O has a small engine terminal and yard here to serve the industries that populate the valley.



4



5



6

7 A pall of smoke marked the path of our climb out of the Ohio Valley. We soon crossed into another, much narrower valley sliced through the Appalachians by Stone Creek. Here the V&O's Stone Creek Subdivision vaults over the main line and then descends into the Greenbrier Valley on a ledge.

That significant tonnage-generating branch joins the main at Valley Junction at the west end of Undercliff Yard in South Marlinton, W.Va. Just west of the Valley Junction Tower, the gold spike monument between the main and the branch still stands as another testimonial to our efforts to preserve V&O history.

The V&O's Undercliff Yard is not a division point, but a small engine terminal here provides power for Stone Creek Sub mine runs and locals. Yard and industrial switchers are also based here.

After a brief stop for water, courtesy of the South Marlinton volunteer fire department, and running-gear lubrication and inspection – Otto assures us the rods and bearings are cool to the touch – we are off again. The sprawling Greenbrier Paper Co. plant – the Gauley Sub's biggest non-coal shipper – passes by on our left, and the Mallet resumes its staccato bark as we pass the connection with the Chesapeake & Ohio's Greenbrier branch at Brestel Junction.

8 7 The gold spike monument on the original V&O main line is still intact but wound up on the Stone Creek Subdivision when the V&O relocated the main line to ease the curvature and grade while avoiding light-duty bridges.

8 8 The Stone Creek Sub sees a daily local called the Zack Turn out of Undercliff as well as a mine run dubbed the Lower Yew Turn. Here the Zack Turn, headed by RS-11 1814 in Appalachian Lines livery, has just passed the gold spike monument.

9 9 The Lower Yew Turn stops to switch the Otto Brauer Coal Co.'s tipple on the Stone Creek Sub on its way back to South Marlinton. This line's sharp curves and light bridges can accommodate only smaller hoppers and four-axle power.



The grade out of the Greenbrier Valley stiffens here from 1.27 to 1.77 percent. Our train swings first this way and then that as we pound relentlessly up the flank of Roberts Mountain toward the summit at Pine Ridge, W.Va.

A look ahead at a green-over-red signal confirms that the dispatcher in Afton, Va., has everything lined up for us. He has orchestrated a rolling meet with slowly moving manifest No. 83 that Curt and Paul have been following, and a westbound empty hopper train occupies the north track. The two of them wave to us from the top of a rock cut as the empty hopper train's crew gives us a rolling inspection.

All too soon, the inspection trip comes to an end as we ease down the 1.7-percent gradient and punch through State Line Tunnel into Virginia. Linn Creek Tunnel is the next Mountain State landmark we pass through on our approach to Santel Yard. We roll through Lindale, over Midland Switch at Kingswood Junction, where the Allegheny Midland joins the V&O, and then enter the west end of the V&O's main classification yard at Jimtown.

Looking ahead

As Steve, Tony, and I recline aboard car 607, enjoying our favorite beverages and an enduring friendship that has spanned the decades, we reassure each other that our combined railroads are indeed up to today's challenges, and that there's nothing looming in the last half of the 1970s that we can't handle.

Still, I briefly ponder what the future may hold for me. Is it time to consider retiring, to leave such important matters of industry to younger folks?

Nevertheless, it has been a great ride. — Allen McClelland

10 The engineer throttles back as Advance 97 rounds the curve under the Stone Creek Sub and into Wynegate, W.Va., which marks the end of his turn.

11 The Advance 97 accelerates west out of Undercliff Yard and crosses yet another short deck-girder bridge as the Lower Yew Turn eases down the mountain toward home.



Eureka! A town is born

Part 1: A backwater burg is the perfect fit for an odd-shaped space

By Gerry Leone • Photos by the author

It's funny how your mind works. It can be stumped on a problem for days, weeks, or even years, and then suddenly, bingo! There's the solution.

That's the way the town of Eureka sprang up on my HO scale Bona Vista RR. While constructing the benchwork I started forming mental images of each of the areas on the layout, so that by the time I was ready to start the scenery, I had a good idea of which areas were "rural" and which were "urban" – except for that pesky return loop. I'd built my Masonite backdrop in that area in a teardrop shape, thus creating an 18" wide, curved shelf. For eight years I couldn't get a mental picture of what should go in that strangely shaped area. A forest? A stream? A hillside?

Then one night it hit me like a bolt of lightning: a town! Just like that, the little hamlet of Eureka was born.

Obviously, that moment of inspiration and exhilaration was one of the reasons I named my town Eureka. But

coincidentally, there really was a town of that same name just a few miles from my house, on a long abandoned rail line. Though some maps still show the town, the last storefront was torn down a few years ago. But that gave me a second reason for my town's name.

When I started planning this scene, I decided to give my town a little history, so I'd have a mental road map to follow when selecting structures and other details. Eureka would be the oldest town on my 1953-era layout, one that probably existed before the rails were laid. It would have a little depot, but because the town was there first, there would be no online industries. This was to be a place that had seen much better days, a place most people just pass through.

Laying the foundations

With that history in mind, it was time to get started. I'd laid the track in this area years before: Atlas Code 83 flextrack glued to cork roadbed. The cork was laid on $\frac{5}{8}$ " plywood.

The first order of business would be to fill the void between the plywood subroadbed and the backdrop. For this I used extruded foam insulation. (See **fig. 1** on page 68.) I made a paper cutting template, transferred that pattern to the foam, and cut it with a box knife. Because it wouldn't have to bear much weight, I braced it with boards hot-glued to the benchwork.



To add interest to the otherwise flat area at the end of the adjacent yard, I decided to add a hillside along one portion of the backdrop and have the track cut through it. This cut makes a neat entrance to the scene.

I made the hillside by stacking and gluing layers of 2" thick foam insulation together, then – to paraphrase an

► Next month

In February's MR, Gerry Leone shows how he built and weathered the structures for Eureka, as well as how he made the town look lived in with scenic details.



old joke – cutting away anything that didn't look like a hillside. See **fig. 2** on the next page. Since this area is the farthest from the fascia, I had to lean over the foreground to work on it. Therefore, I did it first.

Most of my layout's scenery is made using techniques Dave Frary outlines in *How To Build Realistic Model Rail-*

road Scenery (Kalmbach Publishing), which in my opinion is the bible of scenery. Because it was difficult to reach across the benchwork to work on the area, I brought the whole hillside to the workbench for scenicking. I first glued Hydrocal rock castings and talus to the front of the hill, then added a layer of Sculptamold to smooth things

For years, Gerry Leone wondered what to do with a narrow, curved space surrounding a return loop on his HO scale Bona Vista RR. Then one day, inspiration hit. The resulting town of Eureka won first place in our Build-A-Scene Contest.

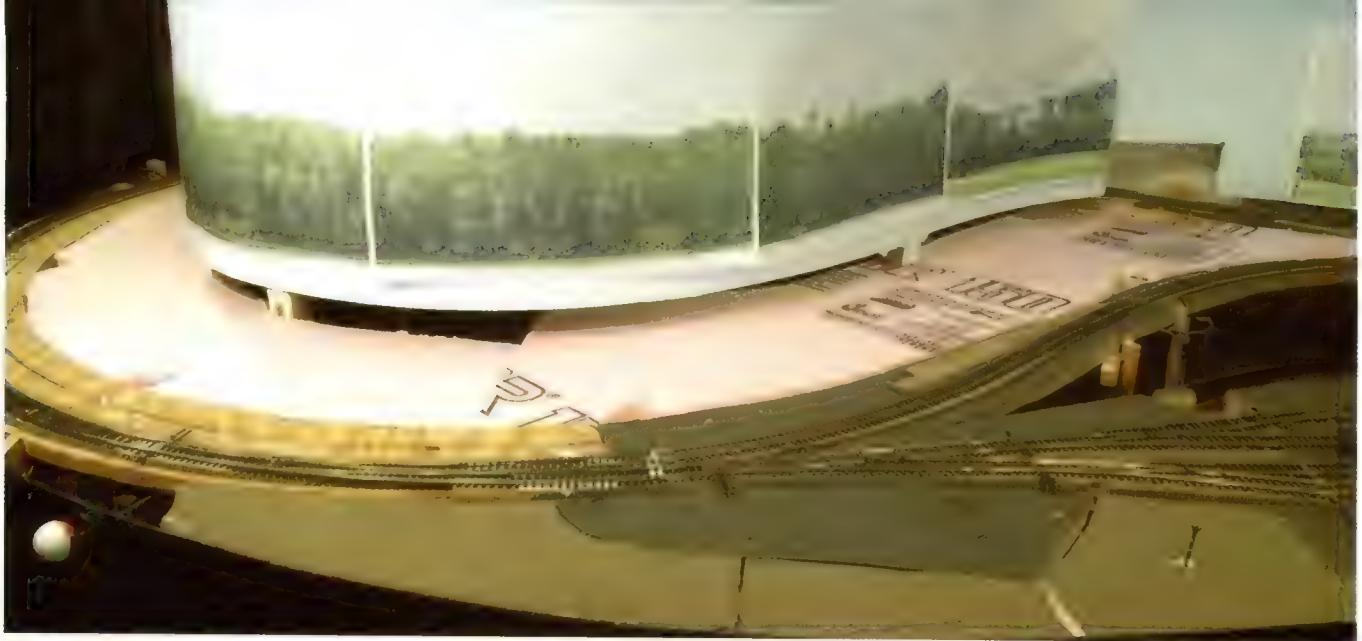


Fig. 1 Thinking pink. Gerry started by building a base from extruded foam insulation board. Since it wouldn't have to bear much weight, he supported it with boards hot-glued to the benchwork.



Fig. 2 Raising a hill. Gerry used a hot wire foam cutter to sculpt more foam board into a hill. The cut through the hill separates Eureka from the nearby yard and serves as an entrance to the new town.



Fig. 3 In the cut. Gerry glued Hydrocal rock castings and talus to the trackside edges of the hill to model the cut. He then topped the hill with Sculptamold, painted it brown, sifted on real dirt, and glued on a mix of ground foam turf.

out. I painted the Sculptamold with dark brown latex paint and sprinkled a layer of finely sifted dirt into the paint while it was still wet. I then glued down a mixture of green Woodland Scenics coarse ground foam by wetting it with rubbing alcohol, then dripping on white glue diluted 1:4 with water.

With that done, it was time to blend the hillside into the surrounding terrain and ballast the track passing through it. Although many model railroaders spray their track with brown paint to color the ties, I prefer to paint each tie by hand. This may sound tedious, but I've found it goes surprisingly quickly, and it gives the track a great deal of visual variety and interest. I use Polly Scale Railroad Tie Brown, Reefer White, Grimey Black, and CP Gray all mixed randomly on the brush and on the ties. Following that, I use a brush to paint the sides of the rail dark, rusty brown. I ballasted the track with my mainline ballast color combination – Woodland Scenics fine brown, dark brown, and cinders. You can see the result in **fig. 3**.

To top the hill, I first created some underbrush using poly-fiber filler. After pulling it until it was lacy, I doused it with cheap hair spray and shook it in a covered cup filled with Woodland Scenics turf. Before the hair spray dried, I spread these puffballs out on the hillside and teased them by hand until they looked right, as in **fig. 4**. I then planted a forest of Scenic Express and Woodland Scenics trees, plus some I made from painted goldenrod. I use modified plastic clothespins to hold the trees while they dry – a technique my friend Chuck Diljak and I wrote about in the July 2006 *Model Railroader*.



Fig. 4 Green thumb. Gerry landscaped the hill with bushes and underbrush made of poly fiberfill painted green and adorned with ground foam foliage. He then used clothespins to hold trees in place until their glue dried.

► List of materials

Color Rite/K-Tool Products

Assorted rock molds

Scenic Express

220 SuperTrees starter kit

Woodland Scenics

44 Burnt Grass fine turf
45 Green Grass fine turf
63 Light Green coarse turf
64 Medium Green coarse turf
65 Dark Green coarse turf
182 Light Green clump foliage
183 Medium Green clump foliage
1103 Green deciduous trees
Assorted rock molds

Other materials

Diluted white glue
Dried goldenrod
Extruded foam insulation, 2" thick
Foam core
Front-silvered mirror
Hair spray
Isopropyl alcohol (70 percent)
Latex paint, dark brown
Liquid Nails for Projects
Poly-fiber filler



Fig. 5 "Playing checkers." Paper mock-ups, unfinished models, and structures borrowed from other parts of the layout helped Gerry visualize the shape his town would take and plan the route for its main street.



Fig. 6 Mirror on the wall. The plan Gerry came up with for Eureka led Main Street straight into a backdrop. To avoid a "gap" between the road and the mirror, he used a front-silvered mirror to make the road appear continuous.

Reflecting on roads

With the hillside done, it was time to plan the town itself. To get the most mileage from the space, I decided to run Main Street more or less parallel with the tracks. Using a few building mock-ups I had lying around, I spent a few evenings "playing checkers," jumping the buildings here and there (as in **Fig. 5**) until I found an arrangement I liked. However, this configuration of



Fig. 7 Road work ahead. With the mirror in place, Gerry cut his street from foam core, painted it gray, and glued it down.



Fig. 8 Adding texture. Gerry uses a makeup sponge to add streaks of powdered pastels to Main Street.



Fig. 9 Showing its age. After installing the road and making its shoulders with N scale ballast, Gerry used a fine-point marker to represent cracks patched with tar. He later softened the effect with more powdered pastels.



Motor car no. 51 makes a stop at Eureka Depot. Next month, Gerry will explain how he made the structures and finished landscaping the town.

buildings would force Main Street to dead-end into the backdrop – something I'm not very fond of.

So I used a front-silvered mirror, the kind I wrote about in my scenery tip in *Great Model Railroads 2008*. (Front-silvered mirrors, also known as front-surface or first-surface mirrors, have their reflective surfaces on the front of the glass, which eliminates the visible "gap" between objects butted up against them and their reflections. They are available from scientific or optical supply companies. – Ed.)

Because structures with repeating elements – like fence stakes or block walls – help disguise mirrors, I added a retaining wall built from individually stained 8 x 8-scale inch timbers, making sure to butt it up against the front

of the mirror, as seen in **fig. 6** on page 69. The wall helps the illusion that the road continues curving around the bend. When the glue had dried, I added vertical beams to the wall.

I then planned the road's exact configuration by cutting out sheets of black-painted paper and readjusting the locations of the structures. This paper road became the template for cutting the final pavement from foam core. Before I mounted it to the layout, I sprayed the road with gray primer, then a very light, uneven overcoat of a lighter gray. After the paint dried, I glued the road to the layout, making sure its edge was firmly butted up against the mirror, as seen in **fig. 7**.

I gave the road some visual texture by rubbing black and white pastel dust on the surface with a makeup sponge, as shown in **fig. 8**. I then used a fine point marker to draw some cracks and tar patches on the pavement, as in **fig. 9**, and again lightly coated the road with the pastels to soften and blend in the pen marks.

I added Woodland Scenics field grass (I mixed Medium Green, Light Green, and Harvest Gold) to the ditches next to the track, and later added some scratch-made cattails, as outlined in my article, "Lily pads, cattails, and pond scum" (*Model Railroader*, March 2001). A few drops of Enviro-Tex in the ditches add that "wet ground" look.

Before I could do more scenery, I'd have to add the structures that would turn Eureka from terrain into a town. I'll explain how I built the town in next month's issue of *Model Railroader*. **MR**



Meet Gerry Leone

Gerry Leone lives in Excelsior, Minn., and is creative director at a Minneapolis advertising agency. His Bona Vista Railroad was featured in *Great Model Railroads 2008*. He shares his house – but not his layout – with his wife Renay and two cats, Norma and Phyllis.

Tall grass from face-down fake fur



After making a paper template to guide his cutting, Gerry glues green fake fur face-down to the terrain to represent tall grass and weeds.



Once the glue has dried for several days, Gerry uses a single-edged razor blade to cut away the backing cloth from the fur.



Not all the fur will stay glued to the terrain. Gerry uses a cat brush to remove loose fibers, giving the grass a realistically sparse appearance.

I wanted a field of overgrown grass and weeds along the aisle and between the tracks, so I used one of my favorite scenery materials, green fake fur.

I began by making a paper template of the area where the tall grass would be, tracing that on to the back of the fur, then cutting it out. I then spread a thick coat of yellow carpenter's glue on the layout surface and pressed the fabric into it, fur-side down. (I glued it this way because I think it looks far too dense if placed right-side-up.)

After the glue had set for a day or two, I carefully cut the fabric backing from the fur as close to the fabric as possible, using a single-edged razor blade. I cut it with a "hacking" motion to keep the fur from ending up too uniform in length. Then came the fun part: thinning the fur by brushing it with a cat brush. The thinner the fur ends up, the more realistic it looks.

To add some color variation, I sprayed it here and there with green, brown, and beige paint. I find camouflage paint works best because it's intended to mimic the colors found in nature. The last step is to lightly coat the fur with hairspray and sprinkle on just a little Woodland Scenics Green Grass turf here and there. This adds a wonderful texture that looks like seed heads. – G.L.

Big-time operations dominate this O scale Pennsylvania RR track plan

The 31 x 31-foot Upper Schuylkill Division features a helix, double-decking, and staging loops to accommodate a busy main line

By John Armstrong

Illustration by Rick Johnson

The O scale Upper Schuylkill Division is the last unpublished track plan designed by John Armstrong in the *Model Railroader* files. This 3-D drawing shows how the layout might look in a 31 x 31-foot room.



Uncommitted as to whether it's in the Allegheny Mountains or Blue Ridge Mountain territory, the Upper Schuylkill Division of the Pennsylvania RR is in a setting generally typical of PRR country. The track plan is for an O scale layout over which mainline passenger and freight trains can display themselves without being tied down to any specific locations or operations.

The Upper Schuylkill Division main line rises steeply enough to provide a comfortable walkunder (65" clearance), if not a completely no-stoop,

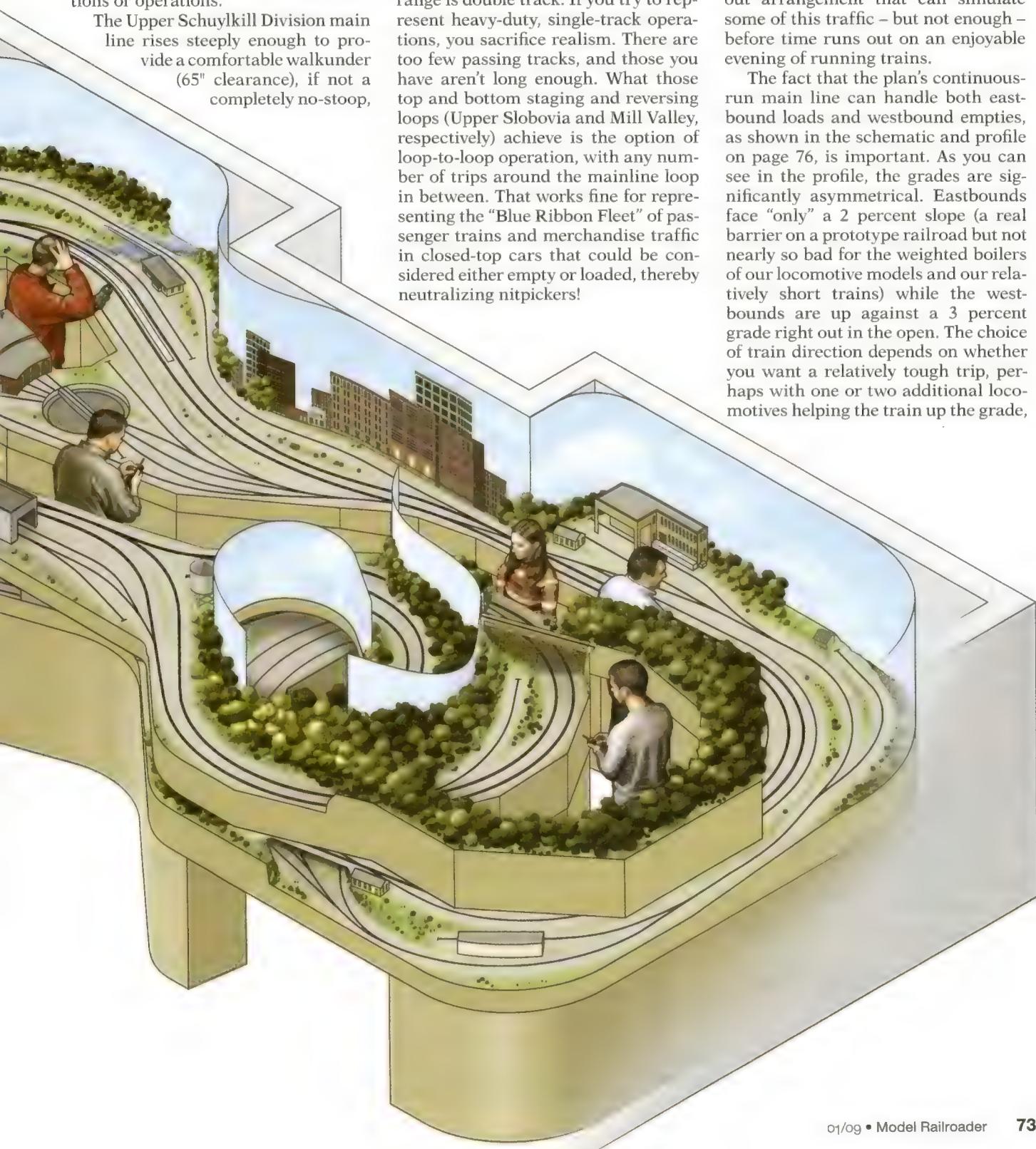
entrance to the aisleway from which all the visible mainline trackage is accessible. Some double-decking, a helix, and an overhead staging loop are the prices to be paid for simulating big-time mainline railroading in relatively tight quarters.

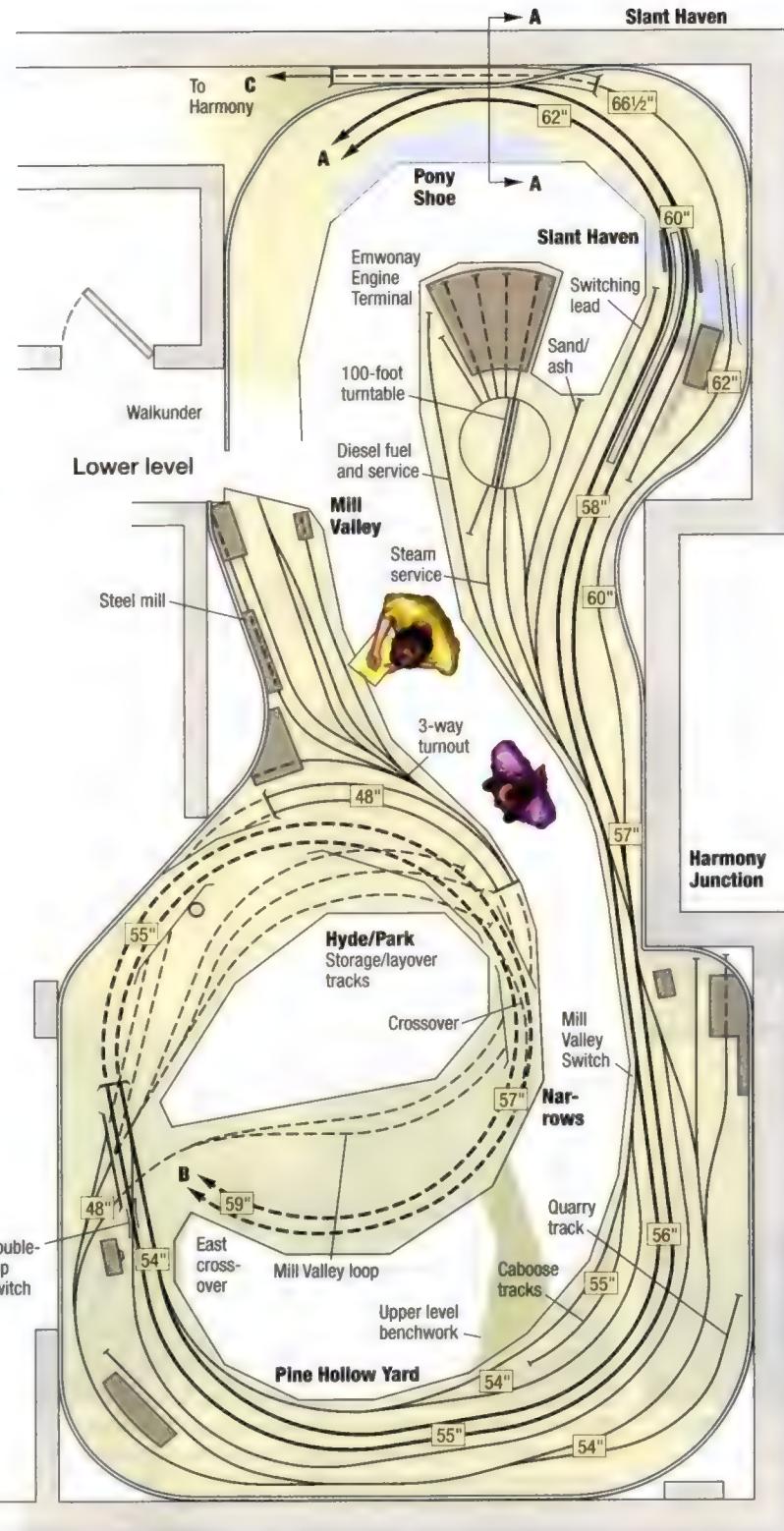
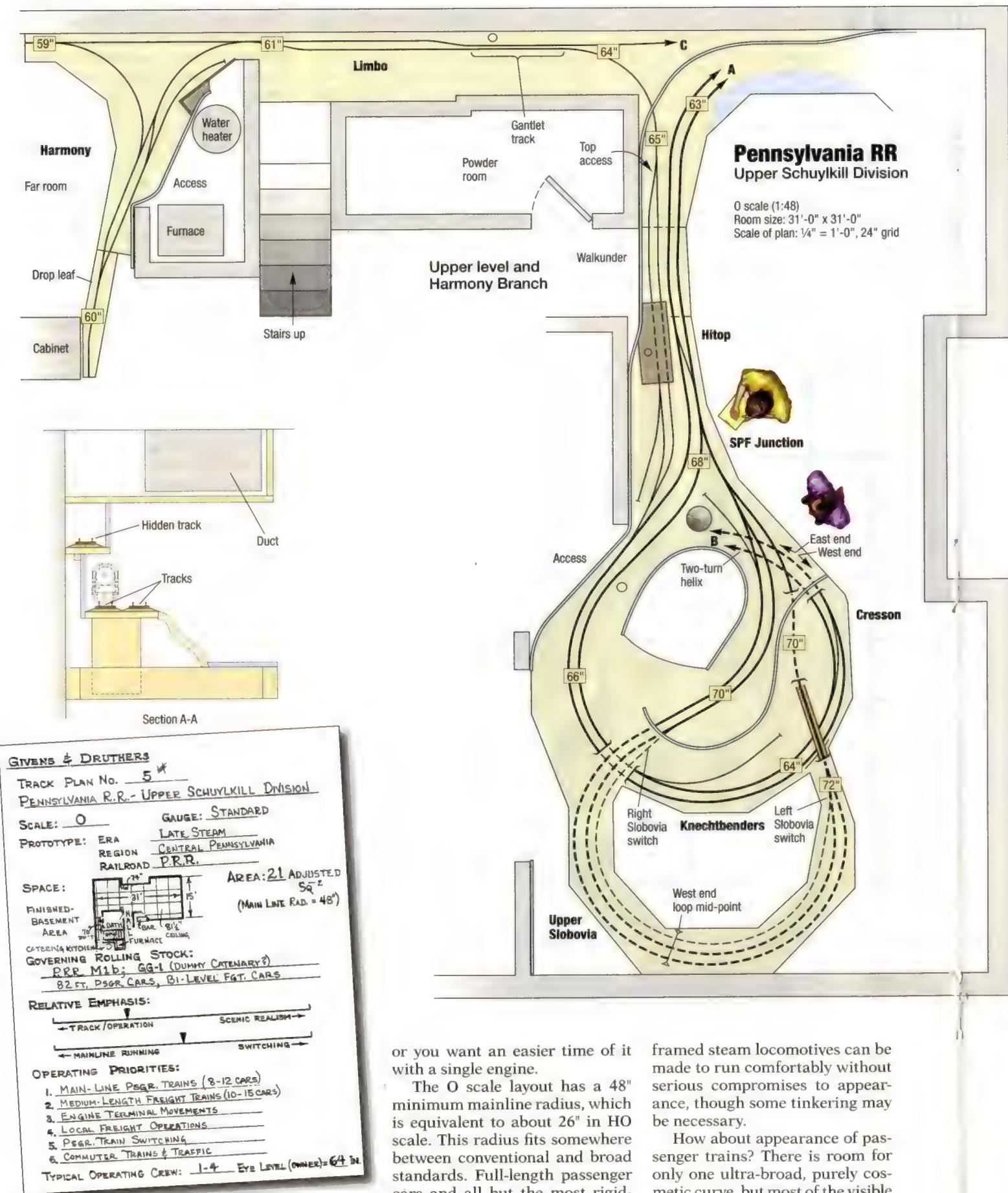
Grades and open tops

Also typical for layouts in this size range is double track. If you try to represent heavy-duty, single-track operations, you sacrifice realism. There are too few passing tracks, and those you have aren't long enough. What those top and bottom staging and reversing loops (Upper Slobovia and Mill Valley, respectively) achieve is the option of loop-to-loop operation, with any number of trips around the mainline loop in between. That works fine for representing the "Blue Ribbon Fleet" of passenger trains and merchandise traffic in closed-top cars that could be considered either empty or loaded, thereby neutralizing nitpickers!

Whatever this piece of Pennsy property is, however, it has heavy coal traffic, with strings of loaded H21 hoppers heading east and empties moving west toward the mines. (A photo of an PRR M1a 4-8-2 hauling a train of loaded coal hoppers along a four-track main line is shown on page 76.) Once the Harmony branch is built and operational, there is an empties-in, loads-out arrangement that can simulate some of this traffic – but not enough – before time runs out on an enjoyable evening of running trains.

The fact that the plan's continuous-run main line can handle both eastbound loads and westbound empties, as shown in the schematic and profile on page 76, is important. As you can see in the profile, the grades are significantly asymmetrical. Eastbounds face "only" a 2 percent slope (a real barrier on a prototype railroad but not nearly so bad for the weighted boilers of our locomotive models and our relatively short trains) while the westbounds are up against a 3 percent grade right out in the open. The choice of train direction depends on whether you want a relatively tough trip, perhaps with one or two additional locomotives helping the train up the grade,





► The track plan at a glance

Name: Pennsylvania RR
Scale: HO (1:87.1)
Size: 31 x 31 feet
Prototype: Pennsylvania RR
Era: late 1940s to mid-1950s
Style: multi-level, walk-in
Mainline run: 150 feet
Minimum radius: 26"
Minimum turnout: no. 5
Maximum grade: 4 percent

multiple-unit cars, if you decide that electrification has come this far on the Pennsy. The photo of Strafford, Pa., on the next page shows MP54s making a station stop on the prototype PRR.

Passenger and freight service is at the top of the list of operating priorities, and this layout offers a lot of opportunities to run both types of trains.

Offstage (behind the hill) there's a lot more to Slant Haven than is evident at the station. Some through trains stop there regularly, and a Pullman sleeper that is picked up by a west-bound overnight train at midnight is matched by a Pullman that sails into the city eastbound in the morning. On its return it's brought out to Slant Haven sometime during the day by a local freight, and it opens for occupancy at 9:30 p.m. to repeat the cycle.

Branchline local freight service can add a lot more variety to the operations on the Upper Schuylkill Division. The Harmony Branch achieves this only with some challenging civil engineering that snakes a track through an opening into distant territory. Here a compact wye allows the branchline local to return in proper order after exchanging loads and empties at the almost-invisible mine. A gantlet section gets the branch past a utility pipe in the basement. Only snug dimensioning all the way back to Harmony Junction allows the branch line to overhang the main line at Ponyshoe enough (as shown in cross-section A-A in the track plan on the previous page) to maintain the designated radius on both tracks and a substandard but adequate 19' aisle width opposite Narrows.

Pine Hollow Yard and the Emwonay engine terminal are convenient to view and operate because both locations are laid out end to end rather than side by side; also, you can use many of their tracks for two or more purposes. Do you have too many steam locomotives at home? Put some on the switch lead for storage and use the diesel service

or you want an easier time of it with a single engine.

The O scale layout has a 48" minimum mainline radius, which is equivalent to about 26" in HO.

framed steam locomotives can be made to run comfortably without serious compromises to appearance, though some tinkering may

be necessary.

How about appearance of passenger trains? There is room for only one ultra-broad, purely cosmetic curve, but most of the visible

mainline curves are seen from inside and from near eye level, which is the angle that de-emphasizes the appearance of sharpness.

Operation

Commuter service and passenger train switching (at the bottom of the "Givens & Druthers" list of operating

priorities on the previous page) receive rather short shrift in a plan of this size. Presumably the modeled section of the line is far enough from the big city that commuter stations are far apart, and Slant Haven is the only stop within the modeled segment of main line. You might need one or two more short platforms to spice up trips by the MP54.

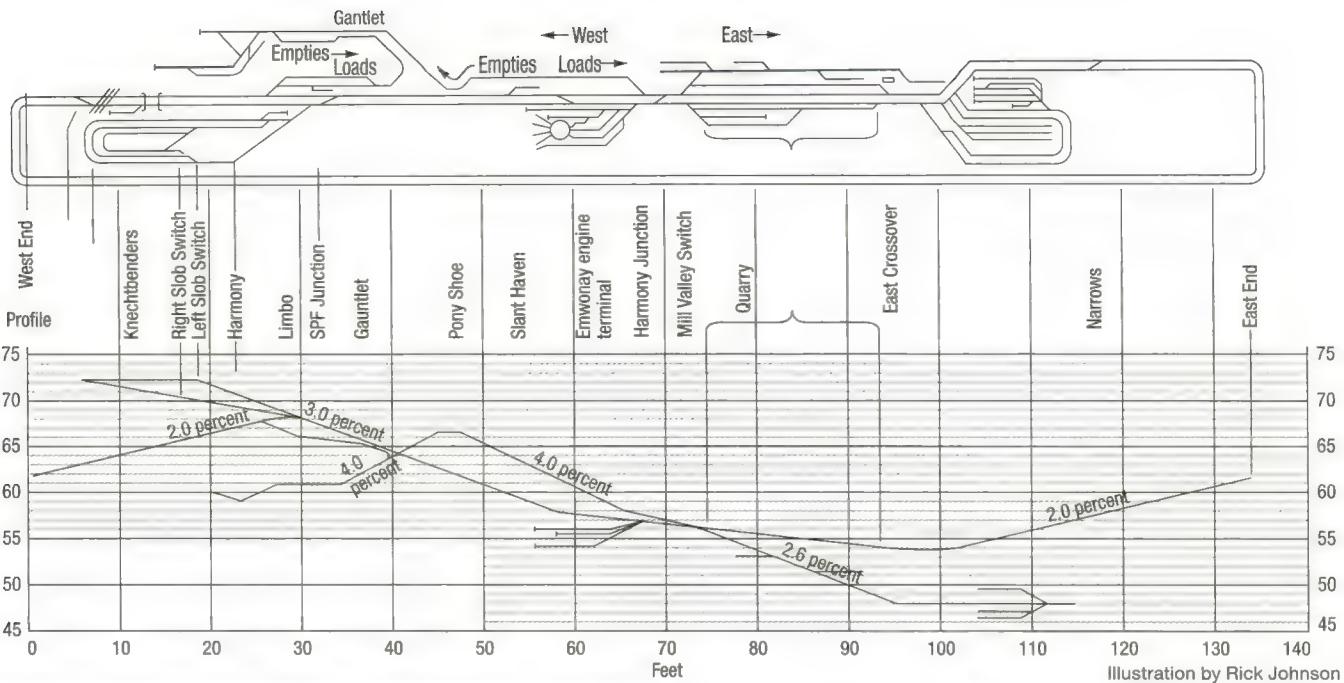


Illustration by Rick Johnson



Running on the four-track main, a Pennsylvania RR M1a-class 4-8-2 leads a westbound freight alongside the Susquehanna River at Duncannon, Pa. Don Wood photo



Electric MP54 multiple-unit cars depart Strafford, Pa. The track plan's setting is removed from the big city, but commuter operation is possible. George H. Drury photo

track to keep on making up the locals in Pine Valley.

Construction of the Upper Schuylkill Division layout in stages is practical. Mill Valley must be built early on, of course, but this location provides a lot of terminal railroad switching and out-and-back possibilities as soon as some track is in service at Pine Valley and in the engine terminal. From then on the railroad steadily takes on more main-line flavor as the two ends of the basic

double-track loop push their way toward the golden spike ceremony. **MR**

The late John Armstrong, known in the hobby as "The Dean of Model Railroad Track Planning," knew prototype railroading intimately and in his lifetime designed hundreds of innovative, scenically pleasing, and operationally sound layout designs. Model Railroader magazine has published many of John's track plans over the years.

Our 75th anniversary issue seemed the appropriate time and place to publish this, the last Armstrong-designed plan in the MR files.

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Operate your layout using a prototype timetable



How to adjust time and distances for model railroad use

By Tony Koester • Photos by the author

model the 1950s, a time when the movement of trains by timetable and train-order rules was still common. The employee timetable included train schedules along with special instructions supplementing the book of rules, which was each railroad's bible. Train orders could amend the timetable – say, to tell all concerned that a superior train was now to run an hour late, thus helping opposing trains keep moving against it, or to authorize an extra (unscheduled) train.

The key is that all trains moved in relation to the schedule – as published or as amended – in the timetable. Unless they had an order that gave them right over a scheduled train, an extra train's crew had to find holes in the schedule that allowed them enough time to move between stations without interfering with a scheduled train.

Since the railroad I'm modeling operated under timetable and train-order rules, I needed to publish a timetable that my dispatcher and crews could use as the basis for train movements.

All the trains, only part of the run

I wanted to run the entire schedule of trains the Nickel Plate Road ran on

the part of the line I model in HO scale. The NKP's Clover Leaf District Timetable 68, of Sept. 26, 1954, shows two first-class passenger trains (9 and 10) and 10 second-class freights, including a local that ran westbound only. I knew the NKP commonly ran sections of its hot freights to handle extra traffic, not to mention the occasional extra, so this timetable was clearly the place to start.

But there was a snag. The timetable showed all 25 stations along the Third Subdivision that I model, but I'm modeling only 10. Also, this subdivision's 113-mile length was much more than the roughly 8 scale miles of main line I have in my basement. Obviously, a train leaving the west end of the Third Sub at Charleston, Ill., would arrive at the east end, Frankfort, Ind., a lot sooner than its full-size counterpart!

That's where fast clocks come in. A fast clock operates at a speed faster than a normal clock. A 6:1 clock counts off six hours in the space of one. You can purchase fast clocks from several manufacturers, including Rail-Lynx (www.rail-lynx.com) and GML Enterprises (www.thegmlenterprises.com).

For me to model the actual running time from one end of the subdivision to

The basis for safe and efficient train movements over Tony Koester's HO scale Nickel Plate Road is the employee timetable. Here a late-running No. 98, left, waits in the siding as passenger train No. 9 leaves Linden, Ind., "on the advertised" at 1:11 a.m. Since distances are compressed, Tony uses a 3:1 fast-clock ratio, and revised the times shown in NKP Timetable 68 except at the main terminal in Frankfort, Ind.

the other, I'd need a 14:1 clock (113 actual miles divided by 8 scale miles, from the example above). However, experience on my old HO scale Allegheny Midland and other model railroads suggested that 6:1 was about as fast as I wanted the little clock hands whirling around the dial. Experience on railroads such as Bill Darnaby's Maumee Route strongly suggested that slower ratios, no faster than 3:1 (one scale hour equals 20 minutes of real time), allowed more time for yard switching and both issuing and reading train orders. So 3:1 it was.

Adapting the timetable

The first chore was to use a stopwatch to time test runs of a few sample trains over the layout. This process



Fig. 1 Timing. Tony used a watch to time trains between towns on his HO railroad. After timing in seconds, he converted each interval to 3:1 minutes by multiplying by 3, dividing by 60, and rounding up to the nearest minute. He “padded” freight schedules, allowed extra time, for switching work and meets.

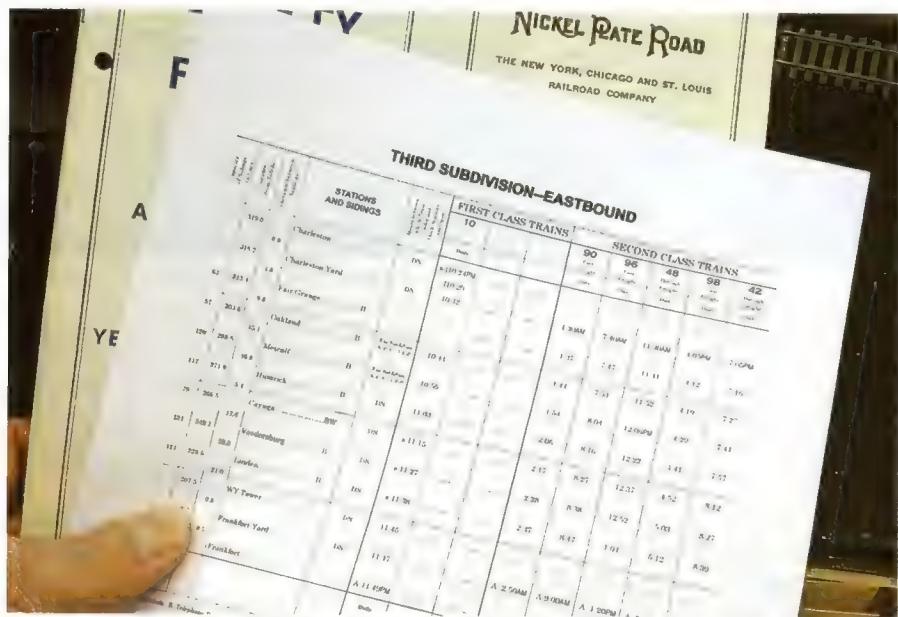


Fig. 2 Timetable. Tony put the schedules he developed into timetable format following the example of his Nickel Plate Road prototype.

shown in **fig. 1**, at the top of this page. Passenger trains would lose time owing to scheduled and flag stops. I held them at each station for 1 minute 40 seconds (5 fast-time minutes at 3:1), but they're allowed higher track speeds (ranging from 59 to 65 mph as given in timetable special instructions). Fast and through freights are allowed 49 to 55 mph. The prototype timetable shows 2 hours 24 minutes (including stops) for No. 10 between Charleston and Frankfort, 2:45 for fast freight 98, and 3:55 for through freight 42, which probably ran as fast as 98 but switched a few major interchanges along the way.

My time tests showed that it takes roughly 17 actual minutes to run between the two crew terminals on my layout nonstop. For passenger trains, I multiplied the measured times between stations by 3 and then rounded them up to the nearest whole minute. For example, 45 actual seconds multiplied by 3 is 135 fast-clock seconds, or 2 minutes 15 seconds, which I rounded up to 3 minutes. So the 17 actual minutes became about 51 fast-clock minutes – almost an hour. I then added 30 minutes to the fast-freight schedules and 60 minutes for through freights to give them time to do work and make meets.

The KC Local, No. 45, was scheduled for a five-hour run, and I used its actual times at each modeled town. I doubt the actual KC Local ever made the run that quickly, and I doubt the model will either.

Speeding up the clock ratio would lengthen the run, but my sense is that would be too fast for the timetable-and-train-order operations of the Third Sub. Besides, few freights make the run nonstop. They are delayed by meets and red home signals at crossings with other railroads, and they often need to take water at Cayuga. Busy interchanges, notably with the Milwaukee Road at Humrick, Ill., and the Chicago, Indianapolis & Louisville (Monon) at Linden, Ind., require stops by passing freights to deliver and pick up cars throughout the day. Even westbound freights work busy interchanges, as the one daily local (No. 45) can't ensure that “hot” loads such as auto parts are set out or picked up in time to make important connections.

Where to start?

The truncated distances between towns meant that only one spot on the railroad could be chosen to match the prototype's times. This was an easy choice: Frankfort (Ind.) Yard, one of two critical hubs on the NKP. Here trains from four divisions were “mixed and matched” on tight schedules.

Using a photocopy of the actual document, I made a trial version of Timetable 68 for my railroad using the actual times in or out of Frankfort and adding the measured fast-clock interval between modeled stations, plus the fudge factor for freights. We tested assumptions with this while operations on the layout settled into a routine.

One question was whether to show only towns that I actually modeled in a truncated timetable, or show all towns to be more realistic. My friend Bob Hanmer listed all the towns on his prototypes but put a gray tone over those he doesn't model. I'm showing only modeled towns, figuring crews have enough mental gymnastics to cope with as it is.

After I'd adjusted the marked-up timetable, my friend Steve King set up a master Third Subdivision employee timetable using an Excel spreadsheet. I tweaked it by substituting type fonts that looked reasonably close to the Nickel Plate's. The eastbound page of the resulting Third Sub timetable is shown in **fig. 2** above. **Figure 3** on the opposite page is an example of one of the worksheets Steve used to compare prototype with model railroad times and plot the necessary adjustments.

The other three divisions

The fast-clock version of the St. Louis Division's Third Sub timetable took care of one of the four divisions radiating from Frankfort – the one I've actually modeled. Preparing timetables for the other three divisions was even easier, since each was represented only by a short stretch of mainline track between Frankfort and a hidden staging yard. The only meaningful times are for the arrivals and departures at Frankfort.

The crew members who serve as the engineers and dispatchers for all staged trains in and out of Frankfort work with photocopies of the actual NKP timetable pages for the Toledo, Sandusky, and Peoria Divisions. These serve as general guidelines only, as many trains, especially westbounds from Buffalo and Cleveland, are late by the time they get to Frankfort.

As retired NKP engineer Don Daily frequently reminds me, "The passenger trains and some of the eastbounds were close to the published times at Frankfort, but the closest westbounds were typically an hour and a half late." As a result, eastbound trains, superior by direction, were routinely ordered to take siding for late westbound symbol freights so the westbounds wouldn't lose even more time. Even first-class No. 10 was often handled this way.

A schedule is a 12-hour window of authority to run a given train (since trains more than 12 hours late lose their schedule), and reality usually didn't match the printed times. As the timetable cover stated, "The Company has the right to vary the running of trains as circumstances may require."

Re-creating reality

And therein lies the key to timetable-and-train-order operation, not simply mimicking prototype schedules. If everything ran on time and no sections or extras were required, the dispatcher and operators could spend their working hours reading magazines. But as trains fall behind and hold up opposing traffic, the dispatcher's job is to issue helping train orders to adjust the existing schedules or create new ones in an effort to keep delays to a minimum.

At the heart of this re-enactment is the employee timetable. As I've shown here, you can adapt a prototype timetable to match your model railroad's operating objectives and provide a realistic basis for train movements. **MR**

*Tony Koester is an MR contributing editor, *Trains of Thought* columnist, and author of several books from Kalmbach Publishing Co.*

Timetable worksheet

Location	No. 10's actual time	Model running time with 5-min. station stops	3:1 equivalent time (rounded up to nearest minute)	Model timetable time (matched at Frankfort)
Charleston (depot)	9:25 p.m.	----	----	10:29 p.m.
Charleston yard	9:27 p.m.	45 seconds	3 minutes	10:32 p.m.
Fair Grange	9:32 p.m.	75 seconds	4 minutes	10:36 p.m.
Bushton	Not shown	(not modeled)		
Rardin	9:37 p.m.	(not modeled)		
Oakland	9:43 p.m.	160 seconds	8 minutes	10:44 p.m.
Brocton	9:49 p.m.	(not modeled)		
Melwood	9:54 p.m.	(not modeled)		
Metcalf	9:59 p.m.	220 seconds	11 minutes	10:55 p.m.
Mortimer	10:04 p.m.	(not modeled)		
Ridge Farm	10:10 p.m.	(not modeled)		
Humrick	10:16 p.m.	160 seconds	8 minutes	11:03 p.m.
Cayuga	10:25 p.m.	240 seconds	12 minutes	11:15 p.m.
Silverwood	10:30 p.m.	(not modeled)		
Cates	10:38 p.m.	(not modeled)		
Mackie	10:44 p.m.	(not modeled)		
Veedersburg	10:49 p.m.	240 seconds	12 minutes	11:27 p.m.
Mellott	11:00 p.m.	(not modeled)		
Wingate	11:05 p.m.	(not modeled)		
New Richmond	11:11 p.m.	(not modeled)		
Linden	11:15 p.m.	220 seconds	11 minutes	11:38 p.m.
Kirkpatrick	11:24 p.m.	(not modeled)		
Clarks Hill	11:30 p.m.	(not modeled)		
Jefferson	11:40 p.m.	(not modeled)		
WY Tower	11:45 p.m.	140 seconds	7 minutes	11:45 p.m.
Frankfort Yard	11:47 p.m.	40 seconds	2 minutes	11:47 p.m.
Frankfort	11:49 p.m.	40 seconds	2 minutes	11:49 p.m.

Fig. 3 Adjustments. After a marked-up NKP timetable was tested over several operating sessions, Steve King created new timetable pages in an Excel spreadsheet. This worksheet shows the relationship between the actual times in NKP Timetable 68 and the running times on Tony's HO railroad.

Six steps to a prototype-based timetable

Step 1: Obtain a prototype employee timetable for the division of the railroad you model or use as a basis for freelancing. They're sold at railroadiana meets or can be obtained through railroad historical societies.

Step 2: Use a watch with a second hand or a stopwatch to time runs (in seconds) between towns on your layout. Convert these intervals to match the fast-clock ratio you plan to use, keeping in mind that it takes time to issue and check train orders.

Step 3: Pick an anchor point such as a major freight or passenger terminal where the prototype timetable's arrival and departure times will be retained.

Step 4: Adjust the published times at all other stations to match the reduced running times on your model railroad. Pad the freight schedules a bit, as the trains may have work to do en route, and it's likely they'll be running somewhat late anyway. (A train's schedule remains in effect for 12 hours at each station where time is listed; if it's more than 12 hours late at any point, it "dies" – loses its schedule – and can move only on train orders.)

Step 5: Use marked-up copies of the prototype timetable for several operating sessions to ensure that all bugs such as overly optimistic schedules have been identified and resolved.

Step 6: Use spreadsheet software to create an authentic-looking timetable schedule, and don't forget the special instructions section that supplements the book of rules. – T.K.



Building the parlor car *Calverton*

Modeling a Pullman car built for daytime first-class travelers

By John Pryke • Photos by the author

Pullman parlor cars were the daytime counterparts to the Pullman sleeping cars for first-class travelers. In the steam era, many railroads operated crack limiteds during the day that included parlor cars to provide extra-fare amenities. To meet the demand for daytime first-class services, three major railroads (the New York Central; the New York, New Haven & Hartford; and the Pennsylvania RR), used more than 550 parlor cars.

Today's modelers have more HO scale plastic heavyweight passenger cars to choose from than ever before. However, the manufacturers of these new cars have concentrated on Pullman sleepers and virtually ignored parlor cars. Only one model (a 28-seat, 1-compartment, parlor car) has been produced to date.

Yet, parlor cars can be an interesting addition to your passenger trains.



Parlor car *Tarentum*, *Calverton*'s sister car, was also assigned to PRR service. The car is shown at North Philadelphia, Pa., in October 1947. Bob's Photos

Their windows have different configurations than sleepers, and many parlors ran for more than 60 years, into the early 1970s.

I chose to convert a low-cost International Hobbies Corp. (IHC) 12-1

sleeper into the parlor car *Calverton* by using replacement window panels from New England Rail Service and detail parts from a number of specialty manufacturers. The materials list on page 84 shows what I used.



The prototype *Calverton* was owned by the Pullman Co., but painted for its normal Pennsylvania RR assignment. John Pryke's HO model carries the austere color scheme (lacking gold stripes) that was introduced in 1935 to help reduce maintenance costs.

The prototype

Calverton was built to Pullman plan 2417, and the "26-1" parlor car was delivered in December 1910. It had 26 lounge seats, a buffet, and a drawing room. A sister car, *Tarentum*, followed in 1913. Sometime later, the sheathing on both cars (which originally resembled the wood equipment of 1910) was changed to match the traditional Pullman heavyweight appearance. In the mid-1930s both cars were rebuilt with ice air conditioning and enlarged grill and buffet areas. I haven't found any good photos of *Calverton*, but did find one of *Tarentum*. In 1943, *Calverton's* buffet was further enlarged to plan 2417J, causing one of her double windows to be reduced to a single pane.

Calverton was originally owned by the Pullman Co. and assigned to operate on the Pennsylvania RR. The car was purchased by the PRR on December 31, 1945, but leased back to Pullman for operation. I modeled *Calverton* as she appeared in 1949.

Getting started

My first step was to disassemble the car, which is held together by six plastic latches. Using a flat screwdriver blade, I gently pushed a clear styrene



Fig. 1 Removing windows. A piece of plywood clamped to John's workbench supports the car side while multiple light cuts free the original windows.

tab (under one of the trucks) inward until it slipped down in the slot. Note that these clear tabs are brittle, so pushing one too far may cause it to crack or break off. Then I repeated this process with the remaining tabs and held them open with toothpicks. When they're all released, the roof lifts out.

Using a small pair of needle-nose pliers, I pinched the two halves of each truck rivet together and then pushed them down through the kingpin holes to release the trucks. I removed the wheelsets by spreading the sideframes slightly until the wheelsets dropped out. I was careful to not gouge the

bearing surfaces in the journals. I also removed the horn-hook couplers.

Replacing windows

Many of the windows in the IHC carbody need to be replaced with New England Rail Service (NERS) window panels. It's easier to cut out the original windows if you work on a hard surface, so I clamped a 12" square piece of $\frac{1}{2}$ " plywood to my workbench. I left about 4" of plywood extend beyond the benchtop so I could slip the body shell onto this firm cutting base. See **fig. 1**.

Figure 2 shows *Calverton's* window pattern, including the type of sash and

Fig. 2 Window spacing

Window sizes:
Red windows are 24" singles
Yellow windows are 28" singles
All others are paired sets of 28" width

One-half HO scale

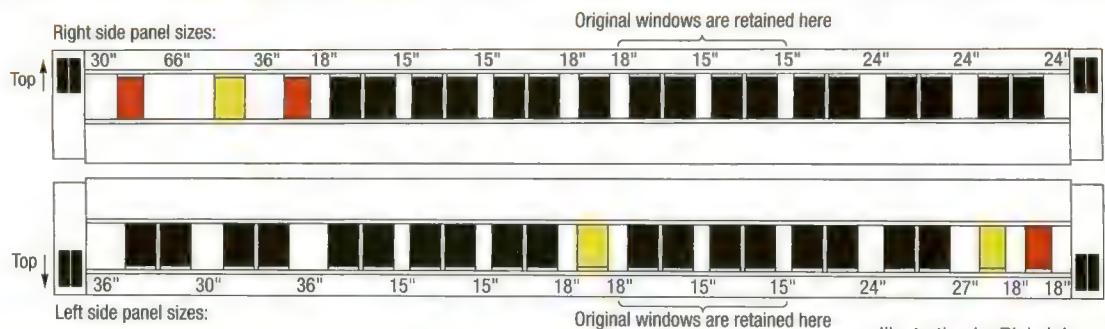


Illustration by Rick Johnson



Fig. 3 Smoothing the edges. Jewelers files simplify the job of smoothing the cut edges and cleaning up the inside corners of the new window openings.



Fig. 4 Test fitting. It takes some patience and plenty of careful filing and test fitting to obtain a tight fit for the new window sections and pier panels.

the space in scale inches between the windows. Some of the car's original paired windows match the prototype, so I retained them to maintain strength in the body shell during construction.

I used a hobby knife with a fresh no. 11 blade to mark the area to be removed. I carefully scored the side below the line of rivets on the letter board, above the line of rivets on the

belt rail, and outside the vertical rivet line next to the window. See **fig. 1**.

Working slowly, I made at least three passes with the knife to obtain a deep groove. Then I switched to a no. 17 chisel blade that I inserted in the groove with the tapered side facing the material being removed. I pushed down on the blade and rocked it slightly. The blade cut right through. I worked my

way around the groove until the entire cutout was free from the side.

To clean up the opening, I filed the top, bottom, and ends until they were smooth and opened all of the corners with a square needle file, as shown in **fig. 3**. During the filing, I checked the opening regularly with a replacement window panel to make sure it fit snugly, without a visible gap between the window panel and car side. See **fig. 4**.

I installed the replacement window panels by starting from the end of the opening that had an existing window. Keep in mind that any trim cuts must be made outside of the vertical rivet lines next to the window. I always left enough material on the opposite side of the new window to fill all the space up to the next window. I then carefully filed each cut so that it was vertical.

After I had a good fit and the first replacement window panel (at the end of the car) was in place, I trimmed the adjacent window panel to fit. Then I glued both window panels from the back using Plastruct Weldene liquid cement, which has a slow setting time, but is very strong. **Figure 5** shows the completed side with all of the replacement window panels in place.

Rebuilding the underframe

The IHC body casting includes the underframe and most of the under-body details. A couple of battery boxes and two long tanks are represented, but none of them correspond to the systems used on *Calverton*. Therefore I carefully removed the original details without damaging the center sill or its body braces.

For this task, I used an abrasive cutting disk in a hand-held motor tool. Working at its lowest speed (usually 1,000 rpm), I cut into the boxes just below the lower car side. I was careful to keep the hub of the cutting disk from hitting the bottom row of rivets along the lower edge of the sides.

After trimming off the battery boxes, I made additional cuts to remove the tanks and other molded details. I then



Fig. 5 Revised windows. It's a good idea to set the revised carbody aside and allow the numerous new window-panel joints to harden overnight.

made new .020" styrene floors to cover the holes left by the various tanks and boxes. I cemented the panels to the car floor to support the new underbody components shown in **fig. 6**.

Underbody details

I cemented the new Branchline detail components to the styrene floor as shown in **fig. 7**. This car had a brake cylinder for each truck, so I mounted the Branchline part next to the double icebox, and I installed a Cal-Scale UC cylinder between the double and single iceboxes on the other side of the car.

Many early parlor cars had their air reservoirs mounted below or attached to the side of the center sill, as shown in **fig. 7**. I installed three of these tanks on .030" styrene gussets cemented to the inside of the sills flush with the bottom. I then used cyanoacrylate adhesive (CA) to cement the brass tanks to the center sill. Note that these tanks clear the railheads by only a scale foot.

To complete the underbody, I applied the rest of the details and made a pair of hand brake levers from .020" styrene. I mounted these levers near the rear of each brake cylinder with one end cemented under the side, and the other supported by a piece of .060" square styrene.

Next, I used two pieces of .019" brass wire to simulate the brake rod to each truck. When viewed from the side, all these tanks and hanging detail parts capture the realistic, cluttered appearance of the prototype.

Couplers and trucks

I fit all of my passenger cars with body-mounted Kadee no. 26 long shank couplers to get the widest swing possible. To make a mounting pad, I cut two pieces of .030" styrene: the bottom one fills the space inside the end of the center sill, while the second is cemented on top to obtain the proper coupler height.



Fig. 6 New floor. Pieces of .020" sheet styrene cover the openings that remain in the floor where the original underbody detail castings were removed.

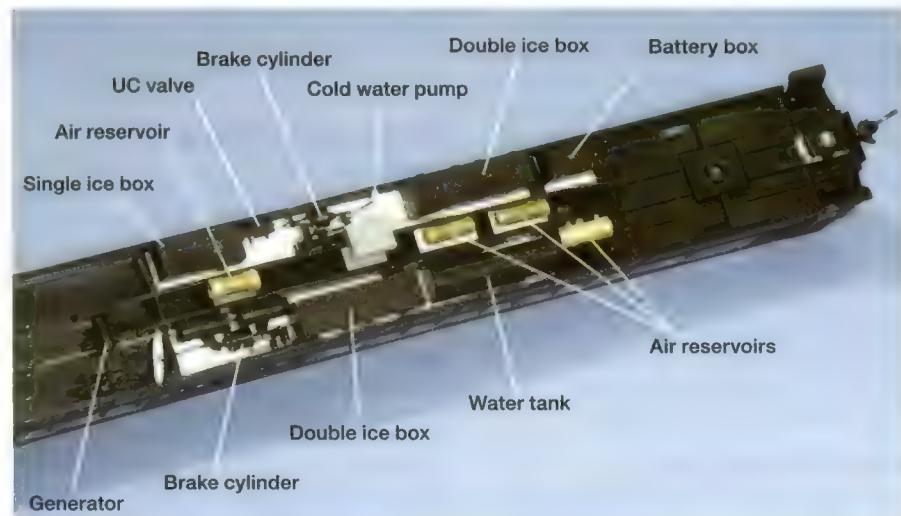


Fig. 7 Revised underbody. This parlor car's underbody details include many standard Pullman components, but the items are mounted in different locations.

I used a no. 50 bit to drill a centered hole in each mounting pad $\frac{7}{16}$ " from the end of the carbody. Then I tapped both holes for 2-56 screws. I trimmed off the top lip and side mounting lugs from the Kadee coupler boxes before I installed the couplers on the car. After the coupler boxes were in position, I added small blocks of .060" square styrene on each side to support the air

hoses and steam lines. Cal Scale's instructions show the air and signal hoses on the left, and the steam connection on the right.

Pullman's heavyweight cars were 14 feet tall. However, I found the stock IHC car rode high on its trucks, so I lowered the car by carving off the molded raised ring around the kingpin hole in the truck. A hobby knife with a

Fig. 8 Truck modification

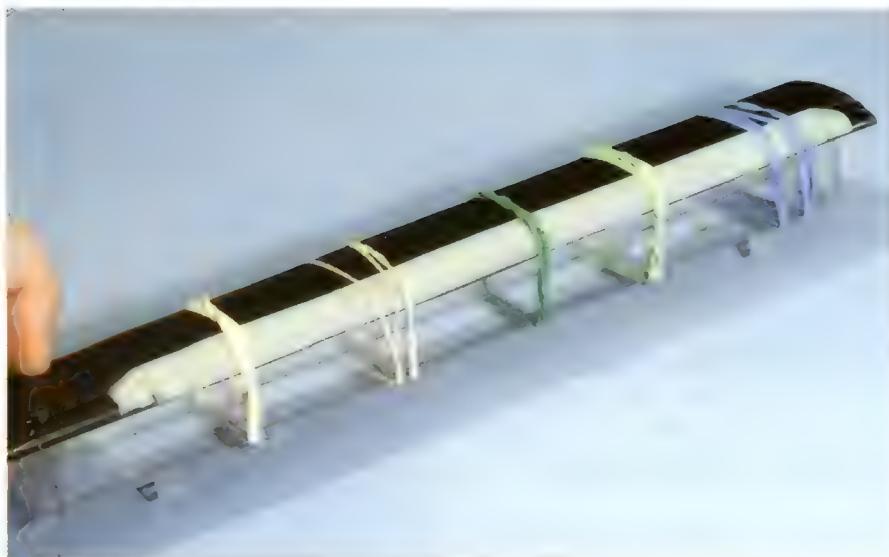
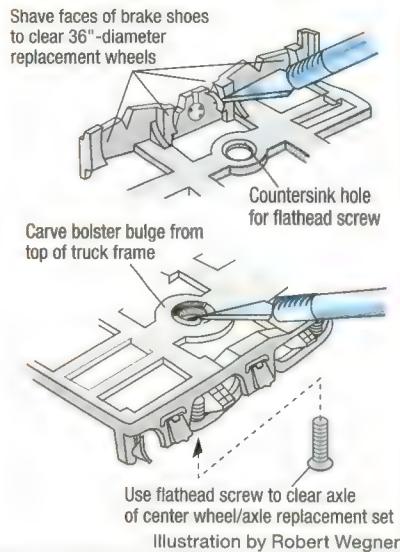


Fig. 9 Roof duct. An air duct was added to one side of the roof when the parlor car was rebuilt with an ice air conditioning system in the mid-1930s.

fresh no. 11 blade worked well for this job. See **fig. 8**.

I shaved back the brake shoes, filed down the original coupler mounting brackets on the trucks, and countersunk each truck's kingpin hole.

I cemented a piece of $\frac{1}{8}$ " styrene tubing into each carbody bolster and allowed it to dry. Then I trimmed the tubing, leaving about $\frac{1}{16}$ " exposed to center the truck. Finally, I tapped it for the 2-56 truck mounting screw.

Next, I replaced the outer wheelsets with Kadee ribbed-back 36" diameter wheels, which are the correct size for heavyweight passenger trucks. I mounted the trucks with 2-56 flathead screws and then added the inner axles.

As built, this car is below the National Model Railroad Association's recommended weight of 7 ounces. I resolved this problem with a pair of $\frac{1}{2}$ " x 2" steel reinforcing straps glued side by side to the inside floor of the car with cyanoacrylate adhesive (CA). With the empty interior painted flat black, these weights cannot be seen.

Air conditioning duct

During its 1935 rebuilding, *Calverton* was fitted with an ice air conditioning system that included an air duct along the right side of the roof. This duct was 62 feet long and started above the drawing room, 13 feet from the car end. Since the Branchline duct was designed for a Rivarossi roof, I had to file down the IHC roof's Ward vents and the seams until the part fit properly. I applied thick gap-filling CA along the top and bottom edges of the duct, set it in place on the roof, and slid several elastic bands over it to hold it tightly against the roof, as shown in **fig. 9**.

Note: Do not use CA accelerator on these joints, as it will fog the windows.

Diaphragms and doors

I mounted Branchline diaphragms on each end of *Calverton*. I assembled these according to the manufacturer's instructions and filed off the four small pins on the inside of each diaphragm. I attached the diaphragms with CA.

The IHC car's vestibule doors are short, so I extended them with pieces of $.060$ " x $.080$ " strip styrene. I also replaced the original plastic railings with hand rails made of $.019$ " brass wire.

Painting and lettering

Since *Calverton* was regularly assigned to the Pennsylvania RR, it was painted Tuscan Red to match the PRR's other cars. My model is also painted Tuscan Red with a Grimy Black roof and underbody to represent a car painted during the mid-1930s. The standard gold 7" PULLMAN name was centered on the letter board with the $4\frac{1}{2}$ " car name centered below the windows.

After carefully masking the clear windows, I spray painted the parts and allowed them to dry overnight. My gold dry transfer lettering is Clover House set no. 7644 for the PULLMAN name and the $\frac{1}{16}$ " Craw Medium alphabet for the car name. Using my airbrush, I sprayed the lettering with a light coat of Testor's Dullcote. My final step was to add a light coat of Earth weathering on the trucks and underbody. **MR**

John Pryke is a veteran HO modeler who willingly shares his modeling techniques with others. He especially enjoys modeling the steam-to-diesel transition era of his favorite New Haven RR.

► Materials list

Branchline Trains

151004 battery boxes, steam traps
151005 operating diaphragms
151114 Pullman sill and brake gear
151115 Pullman battery boxes
115116 ice air conditioning system

Cal Scale

275 air hoses

Clover House

7644 dry transfers
9603-13 dry transfers

Detail Associates

2506 .019" brass wire

Evergreen styrene

354 .060" x .080" strip
9020 .020" sheet
9030 .030" sheet

International Hobby Corp. (IHC)

Any 12-1 heavyweight sleeper

Kadee

26 long shank couplers
521 36" ribbed back wheels

New England Rail Service

200 paired windows
201 single 24" windows
202 single wide windows
250 air conditioning duct
252 cold water sump

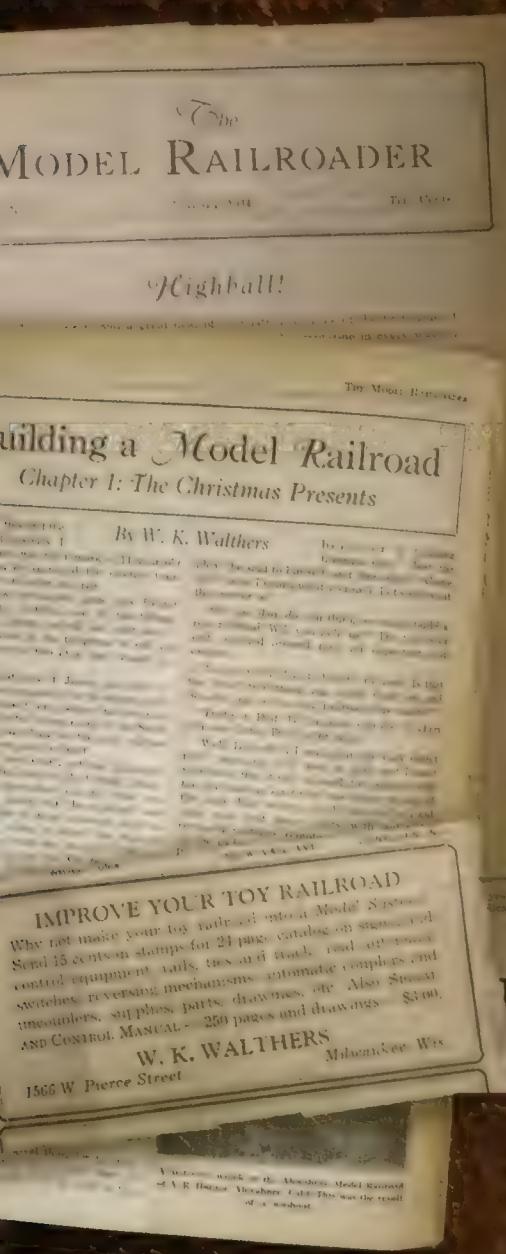
Precision Scale Co.

31039 18" x 48" air tank
32077 16" air tank convex end
32090 16" air tank riveted end

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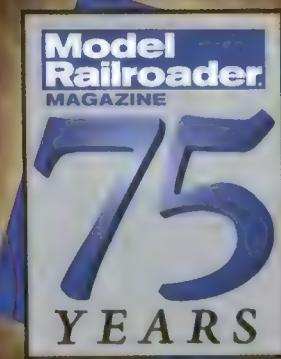
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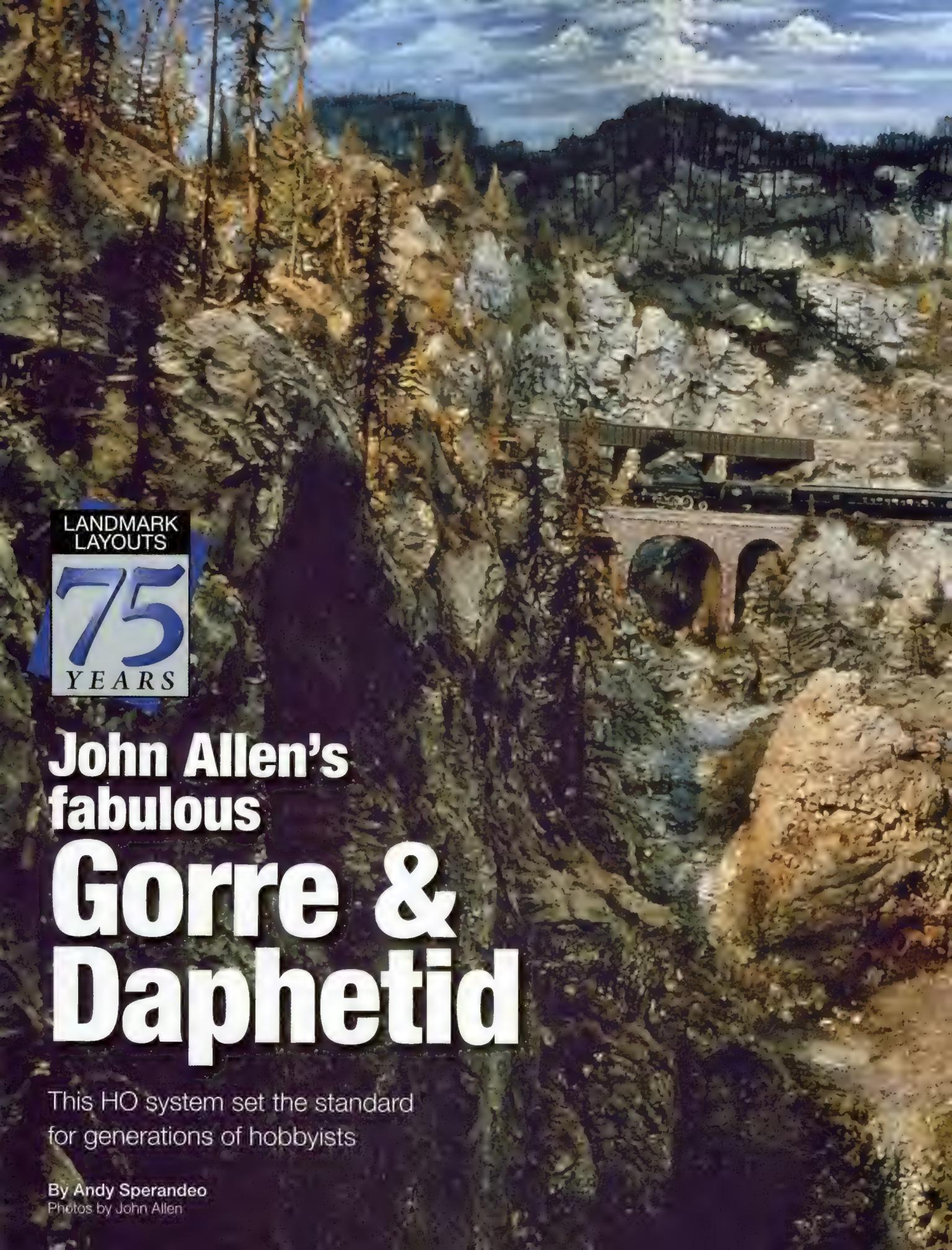
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John Allen's fabulous **Gorre & Daphetid**

This HO system set the standard
for generations of hobbyists

By Andy Sperandeo
Photos by John Allen



From the late 1940s to the 1970s, John Allen's HO Gorre & Daphetid RR represented the finest model railroading had to offer for large numbers of hobbyists. While known for its dramatic floor-to-ceiling scenery, the G-D Line really came to life at the weekly operating sessions John hosted for small groups of friends.



After so many years I can still recall the excitement of readers in the 1950s and 1960s whenever *Model Railroader* carried new photographs of John Allen's HO scale Gorre & Daphetid RR. It seemed fabulous and beyond the expectations of most of us. Yet there were many important ways we could connect with what John was doing.

A familiar path

For one thing, his layout building followed a path familiar to many. Like most of us, John had started with a small layout, first shown in MR in January 1948, that let him test his interests and develop his skills.

Once deeply involved in model railroading, he moved up to a larger venue for his G-D Line, a 6'-6" x 20'-6" layout with a small extension across a doorway for the terminal of a narrow gauge feeder line, the Devil's Gulch & Hellen-gon. This second Gorre & Daphetid was featured in the March 1951 MR.

In 1953 he bought a larger home on a hillside above Monterey, Calif. The sloping lot required that rarity of Golden State construction, a basement. It would

be the home of the third and final G-D Line. That was John's best-known, most developed (although never completed) model railroad, and is the layout celebrated in this article.

The new G-D Line was begun in 1954 and introduced to MR readers in a March 1956 article featuring photos of the layout under construction. We had to wait until the March 1963 issue, however, for John's article, "Concept and planning of the Gorre & Daphetid," to reveal the track plan of his ultimate model railroad.

By the way, the Gorre & Daphetid name is a pun. John pronounced it "gory and defeated" to describe how the railroad was doing in its ongoing battle with the Akinbak ("achin' back") Mountains. Later John felt that the pun had grown tiresome, the usual fate of oft-repeated jokes, but by then he was so closely associated with the name that he felt he was stuck with it.

Sharing the fun

John was a professional photographer whose first interest in model railroading was photographing miniature trains. He could readily provide the

Great Divide, with the railroad's largest freight yard and passenger terminal, was the operating hub of the G-D Line. That's fast freight No. 35 from Port arriving through the Cutoff Tunnel at the right while a Consolidation switches in the yard.

photo illustration essential to any magazine article. John contributed stories to MR, *Railroad Model Craftsman*, the old *HO Monthly*, and the National Model Railroad Association *Bulletin*, sharing ideas and how-to techniques. His two-part article on aging and weathering cars and locomotives in the December 1955 and January 1956 issues of MR was a landmark in itself, and did a lot to popularize what's now seen as a basic element of realistic modeling.

► Landmark layout at a glance

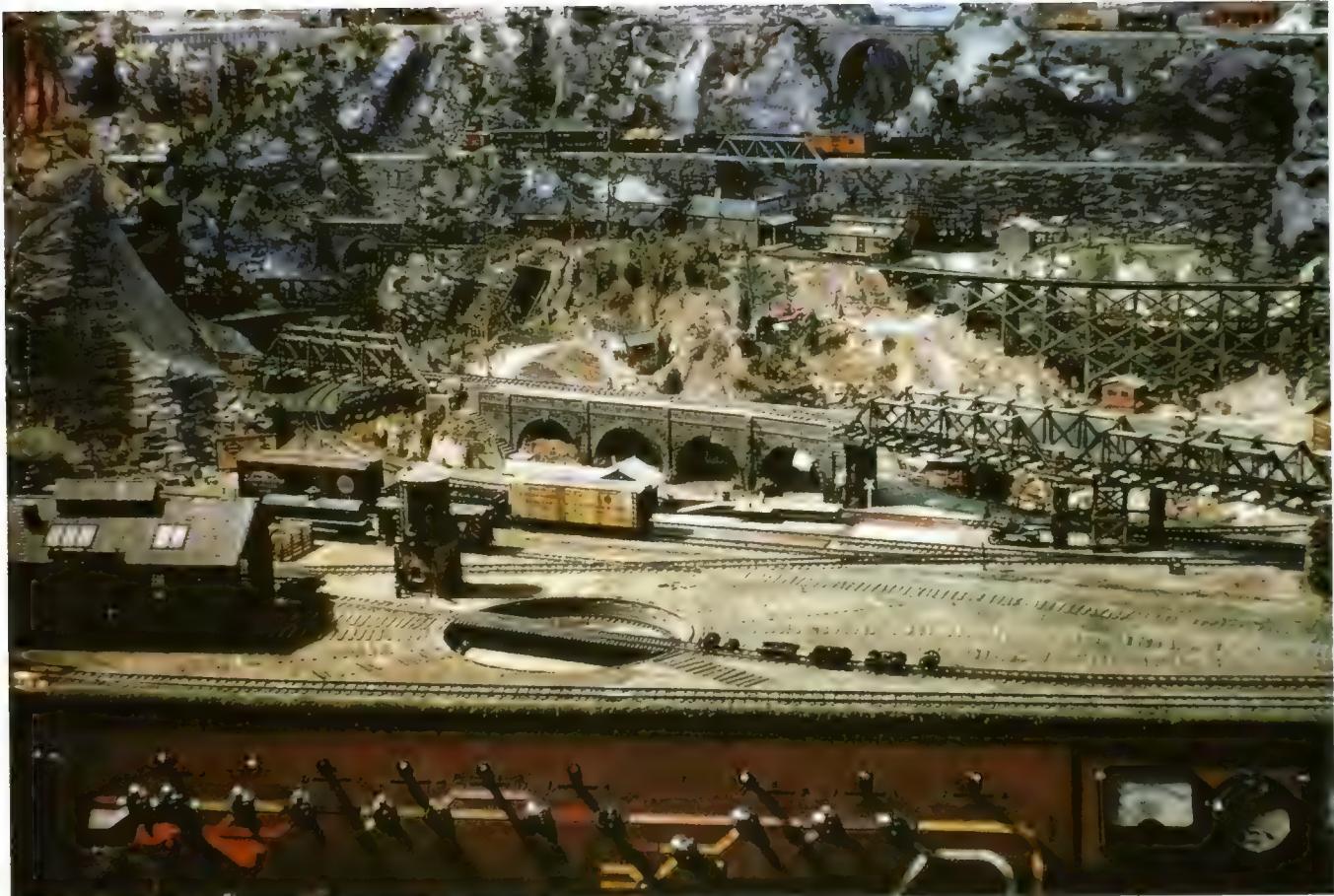
Name: Gorre & Daphetid RR

Scale: HO (1:87.1)

Size: 27'-0" x 32'-6"

Builder: John Allen

First in MR: March 1963



John's favorite job in operating sessions was the Gorre switcher, working the yard here and the branch line to Daphetid behind it that came from his original 3'-7" x 6'-8" G-D layout. It first appeared in the January 1948 *Model Railroader*.

As he had more leisure time, he traveled to national and regional NMRA conventions, and often gave presentations on various subjects illustrated with his own slides. I got to see two of his talks at NMRA Lone Star Region meets, one on model railroad photography and another on designing multi-level layouts.

When he gave the latter presentation it was before such layouts had been seen in any hobby publication. I'll admit that in those days it went right over my head, and that's not a pun.

Although most readers and audiences looked up to him as "the Wizard of Monterey," John's personal attitude was always modest. Long-term commitment and attention to overall effect made his modeling stand out, but he gladly shared his methods, and sincerely thought all who applied themselves could achieve similar results.



John detailed and weathered his locomotives to give Gorre & Daphetid power a distinctive look. In operation, each engine had a role to play. Mallet no. 35 helped long freight drags on the main line's 4 percent grades, while Mikado 42 and Berkshires 45 were assigned to fast freights limited to the tonnage a single engine could handle. Shays like no. 7 mostly worked as switch engines.



Running the railroad
Longtime MR editor Linn Westcott wrote in his book on John, *Model Railroading with John Allen*, that operation was just as important to the builder of the G-D Line as his railroad's appearance. This aspect of the Gorre & Daphetid tends to be under-appreciated, as most magazine readers never got to see the railroad actually running, but could appreciate the breathtaking scenic vistas depicted in John's photos. Nevertheless, as he began operating the third G-D Line regularly in the 1960s, John also began to publish more on operational topics.

I was fortunate to have the chance to visit John during the 1969 Christmas season. Being a fan of operation myself, I recognized the signs that the G-D Line was a working railroad. These included timetables, train blocking diagrams, tonnage rating charts for locomotives, and the color-coded tabs John used to control freight car movements in a manner similar to later four-step waybill cards. Perhaps it's my own bias, but he seemed to have a lot more to say about running the railroad than about building its scenery and structures.

Shortly thereafter, thanks to the United States Army, I found myself back in the Monterey area at Fort Ord. John was very generous toward model

railroaders in the service, and I was allowed to join the G-D Line's operating crew for a bit over a year in 1970 and '71. I got to see firsthand how the layout's magnificent setting contributed to the fun of operation, and also how the railroad at work made the scenic surroundings even more meaningful.

In action

For one thing, those mountains not only looked dramatic, but trains had to overcome 4 percent grades to cross them. Every train had to be made up with respect to the tonnage capacity of the assigned engine or engines. What's more, setouts and pickup along the way had to be carefully judged to keep trains within the rating of their power.

At Port, the river terminal where I worked, we had to estimate the tonnage of westward through trains hours (by the fast clock) before their departure, so the Great Divide roundhouse would send a big enough locomotive, or two, on the eastward run. If we



guessed wrong and had more cars to move than the engines could take, those cars had to wait on our already crowded yard tracks for the next train.

The situation was different with freights that ran from Port to Andrews, over the unfinished section of main line that then operated as a branch. Lighter traffic on that line allowed overloaded trains to double the hill, by cutting the consist in two and making two trips to get all the cars to the top. But to keep the cut left behind from tying up tracks



Gorre & Daphetid passenger schedules were tight for their mountain route. Here Pacific 56 leads train 4's streamlined consist while her engineer keeps one eye on the fast clock.

Lasting inspiration

When John died on January 6, 1973, the Gorre & Daphetid was still unfinished. He had at last installed the two highest bridges across Squawbottom Creek and Devil's Gulch, and he was working to complete the main line between Great Divide and Angels Camp. He told Linn Westcott that the golden spike might be driven in April or May of '73. Though that never happened, the G-D Line remains an inspiration for generations of hobbyists. **MR**

at Port, we in the yard crew were glad to push heavy Andrews trains out of town with a switch engine.

John was happy to host operating sessions every Tuesday night. By the time I knew him he had retired from commercial photography, so he could work on layout construction and maintenance more or less continuously when he wasn't traveling. Operation was what he had built the railroad to do, however, and seeing it in action energized him as a builder.

More on our Web site

See track plans for all three versions of the Gorre & Daphetid, hear a recording of John Allen talking about operating his railroad, and watch a video of author Andy Sperandeo recounting a story about G-D Line operating sessions at www.ModelRailroader.com



This weather-beaten covered hopper waits on a siding on Pelle Søeborg's HO scale layout. Follow along as Pelle shows you his simple techniques for adding rust and grime to rolling stock models.

1-hour weathering

Airbrushing paints and applying pastel powders yields realistic rolling stock

By Pelle Søeborg • Photos by the author

Weathered rolling stock is key to making a model railroad look realistic. However, I don't want to spend countless hours weathering a single freight car before it hits the rails. So, I've developed a simple process that uses a combination of airbrushing and applying powdered pastels that yields great results in an hour or less.

For any weathering project it's a good idea to study a specific prototype. This will help you see how the wear and tear of nature affects a particular piece of equipment.

Paint and lettering fade the longer a car is exposed to the elements. Rust typically develops at the joints between parts and along welding seams on the body panels of steel equipment. Spots

of rust develop where paint has been chipped away, exposing bare metal.

Car roofs and sides are covered by some amount of dirt or dust. Rain will wash grime and rust down a car's sides, leaving streaks.

A car's wheels, trucks, and underframe parts are darker, since those parts are covered by a heavier layer of grime than the roof or car sides.

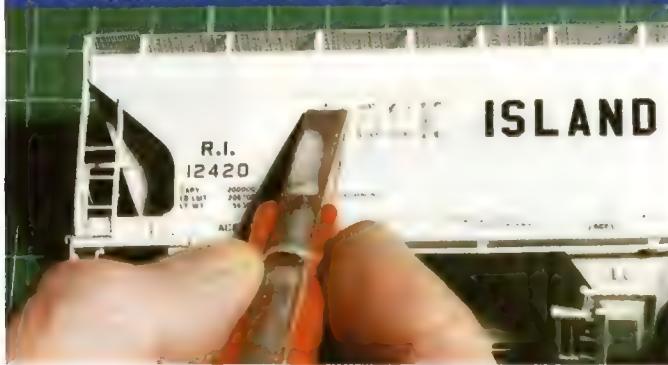
Keep in mind that the weathering on a two-year-old car looks a lot different than a 20-year-old car. For a realistic freight car and locomotive fleet it's important not to weather every piece of rolling stock to the same degree.

In this article I'll demonstrate my weathering techniques on an Athearn HO cement hopper for my modern-era

Union Pacific layout. I heavily weathered the model to represent an old "fallen flag" Rock Island car still in service on the UP. You can tone down any of the effects to model a newer car with a lighter amount of weathering. The process works just as well on other types of equipment. [See "Weathering a diesel locomotive" on page 94. – Ed.] Now let's get started. **MR**

Pelle Søeborg lives in Denmark and is a frequent contributor to Model Railroader. His recent book Mountain to Desert: Building the HO scale Danville and Donner River highlights his modern-era Union Pacific layout. For more information on this title visit www.ModelRailroaderBooks.com.

Fading paint and lettering



Pelle lightly rubs a sanding stick across all the lettering on the hopper. This makes the lettering look faded from the sun. He's careful not to completely erase the lettering.

First I add some age to the car by removing the glossy shine of the new model and making the lettering look faded. For this step I use Model Master Sand and Model Master Light Gray thinned to a ratio of 20 percent paint to 80 percent thinner. I use these two flat neutral colors for almost all of my weathering projects.

I prefer Model Master enamels rather than acrylics for airbrush-weathering. The thinned enamels dry to a smooth finish, while I've found that thinned acrylics give the model a spotted finish.

Because I want this hopper to look particularly old, before using paints I first lightly rub a sanding stick over all the



After removing the trucks and couplers, Pelle airbrushes the car with thin coats of Model Master Light Gray and Sand enamels. This tones down the car's plastic sheen.

lettering. When using this technique, be careful not to apply too much pressure or you'll completely erase the lettering.

Before I begin painting, I remove the trucks and couplers from the model. I'll weather the trucks separately. I also don't want to get any stray paint on the coupler spring, which could hinder its operation.

Next, I airbrush a few light coats of thinned Model Master Light Gray followed by a few more coats of thinned Model Master Sand. Along with fading the lettering and removing the plastic sheen of the model, the paint adds some "tooth" to the model's surface. This will help during the next step when I apply powdered pastels.

Adding rust and grime



For heavy rust spots, Pelle dabs pastel powder onto areas where he's brushed on clear varnish, which acts as an adhesive. When dry these spots have a realistic rough texture.



After applying rust-colored pastel powders, Pelle uses brown and black pastel powders to simulate grime. He uses vertical strokes to make streaks down the hopper's sides.



Pelle airbrushes the car with thinned Model Master Dark Skin Tone to simulate even more dirt. He applies a few light coats along the bottom of the car body and underframe.

I mainly use rust, brown, and black pastels to weather my rolling stock. Several modeling manufacturers sell pastel powders, often called weathering powders. You can also make your own by scraping a hobby knife down an artist's pastel stick, forming a powder.

On my hopper I add heavy rust spots along the roof seam and car sides. I apply Vallejo Flat Clear Varnish where I want to add rust. [See www.acrylicosvallejo.com for information on Vallejo products. – Ed.] Then I use a soft-bristled brush to dab rust pastel powder into the wet varnish. After the varnish dries the spot has the rough texture of a heavy build up of rust.

Next, I add the effect of rain washing rust down the sides of the car. Using a soft-bristled brush I apply rust-colored pastel to a dried rust spot and use vertical strokes to make streaks. I dust brown and black pastel powder on the roof.

When I'm satisfied with the amount of rust on the hopper, I mix brown and black pastels together to simulate dirt and grime. Using a wide soft-bristled brush, I apply the mixture over the entire car. I use vertical strokes from the roof to the bottom sill to simulate how rain leaves streaks of grime down the prototype car sides.

On a real freight car, more dirt tends to accumulate on the lower portions of car body. My favorite color for simulating dirt on my freight cars is Model Master Dark Skin Tone. I thin the paint to a ratio of 20 percent paint to 80 percent thinner. I airbrush several light coats over the bottom of the car sides.

Then I apply a light mist of Vallejo Flat Clear acrylic over the entire model. The Vallejo acrylic dries to a satin finish that I prefer to the flat finish of other clear matte sealers. Within 15 minutes the model is safe to handle.

Trucks and wheels

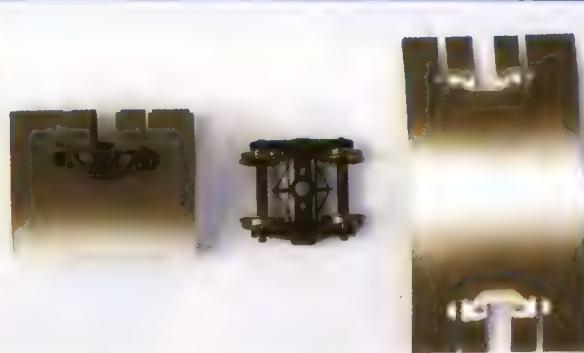


Rust-colored pastel powders on top of Model Master Dark Skin Tone make the wheels look like the real thing.

I find it's easier to weather trucks and wheels if they're removed from the model. I didn't weather the couplers on the hopper. You could brush-paint them, but be careful not to get paint on the couplers' springs.

To make painting the truck sideframes easier, I make a jig out two pieces of .010" plain styrene sheet. First I mark the axle and bolster widths on the styrene. Using the marks as a guide I cut out 1"-deep slots in the styrene with my hobby knife.

The axles and bolster fit into the slots, giving me a hands-free stand for airbrushing the trucks. The styrene masks the wheel faces, which I weather separately. This jig is also useful if you have trucks that are difficult to disassemble.



Pelle made his own sheet-styrene jigs for airbrushing the truck side frames. The jigs also mask the wheels.

I brush-paint each wheel face with Model Master Dark Skin Tone enamel. Using a different soft-bristled brush, I apply rust-colored pastel powder to the wheel while the paint is still wet. The powder sticks to the wet paint, and since the wheel face will be protected by the truck sideframe, I don't bother to seal the powder with a clear finish.

Once the paint dries I put the wheels back into the trucks and then reinstall the couplers and trucks on the hopper. I touch up any weathering as needed. After a quick check of the car's wheel gauge and coupler height to make sure it was reassembled correctly, my grimy fallen-flag cement hopper is ready for service.

Weathering a diesel locomotive



Masking power pickups and headlights, windows, and other detail parts makes weathering diesels a bit more time-consuming than a freight car project.

Many of the techniques that I use to weather freight car models also work well on diesels, such as my Atlas HO Norfolk Southern Dash 8-40C. I remove the shell from the frame because I plan to add a sound system. This step isn't necessary if you only want to weather the diesel.

First, I cover the windows, number boards, and ditch lights with masking tape trimmed to fit. For the headlights I use Humbrol Maskol, which is a liquid rubber mask that's applied with a brush.

After flipping the frame over I removed the locomotive's wheels, which was easier than masking them. I covered the motor and any of the exposed drive mechanism with masking tape. It's important to make sure that all the power pickups are completely covered.



As with his freight car models, Pelle weathered this Atlas HO scale Dash 8-40C diesel locomotive using a combination of paints and pastel powders.

As with the hopper, I airbrush a few light coats of thinned Model Master Light Gray followed by Model Master Sand across the body to fade the paint and lettering. I applied extra coats to the roof and tops of the walkways.

Next, I airbrush several light coats of thinned Model Master Dark Skin Tone across the trucks, fuel tank, and frame. I also apply a few coats on the pilots and lower sill.

Then I use a soft-bristled brush to apply black pastel powder around the exhaust stack and roof to simulate soot. The trucks and fuel tank also received a light dusting of rust-colored pastel powder.

I seal the pastels with a light mist of Vallejo Flat Clear Acrylic. Once it's reassembled, my new Atlas model will look like a diesel that's seen years of service. – P.S.

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Modeling roads with decals

Computers transfer textures from street to layout

By Lance Mindheim • Photos by the author

Paint is the usual method for applying color to a model. But patterned or textured surfaces such as brick walls, cinder-block foundations, and roadways can be challenging to represent with paint.

Fortunately, if the surface is relatively flat, another technique is viable. Digital photography, easy-to-use photo-editing software, and low-cost printers can create photo decals to represent these textures. John Nehrich explained this in his article "Brick wall decals" in the December 2001 *Model Railroader*.

Roads are some of the more difficult layout features to model realistically. Over time, streets weather into a complex patchwork of shades, cracks, and patterns, as seen in **fig. 1**. As roads age and utility crews repair them, the color combinations become even more challenging to model.

John's technique of combining photography and decals is ideal for streets. Follow along as I take images of a typical neighborhood street and show you how I transform them into photo decals ready to apply on a layout.

Take the photo

The first step, and probably the most challenging, is getting photos of roadways. There aren't that many locations where you can take a photo at a true

overhead angle. Fortunately, with the perspective-correcting feature of photo-editing software, you don't need to rent that cherry-picker. Any location several stories up with a clear view of the street will do. I found some of the best vantage points for taking overhead photos to be parking garages and pedestrian overpasses such as those found at shopping malls, hotels, or convention centers. (If your chosen vantage point isn't public property, be sure to get permission. —Ed.)

Once you've found a good location, orient yourself as squarely as possible with the street below and take the photo. Frame your shot so there are no shadows from trees or nearby buildings. **Figure 2** is a photo I took from the roof of a parking garage. Also take supplemental photos of any interesting patches, grates, or manhole covers you may see, like those in **fig. 3**.

Edit the photo

After you've taken your photo, it's time to head to your computer. Don't worry, this isn't as hard as you think. We're only going to do a few simple things to the photo: crop out the excess, remove the perspective distortion, and possibly add some manhole covers.

First, open your photo of the street in your photo-editing program, and

Surfaces with complicated textures and colors, like roads, can be difficult to reproduce convincingly on a layout. Lance Mindheim used a digital camera, photo-editing software, and blank decal paper to transfer images of real roads to streets on his layout.

remove anything that's not part of the street itself. Chances are you weren't able to get a photo from directly overhead, and there will be some perspective distortion — that is, the far side of the street will appear smaller.

Many image-editing programs have an easy-to-use tool that allows you to correct for this distortion. (In Adobe Photoshop or Photoshop Elements, it's a function of the Crop tool.) When you open the software's perspective correction tool, four darts or boxes will appear on the screen. Drag a dart to each corner of the area you want to correct, then hit enter. See **fig. 4**. The software will then stretch the image to arrange each of the four corners in a perfect rectangle, as if you were viewing it directly from above. If you were reasonably high up when you took the picture, the perspective correction will give you a good image to work with.

After some experimenting, I found that decal lengths in the 6" to 8" range are easiest to use. Too long is awkward to handle; too short, and you need too many pieces. If your picture is short, copy and paste several together to make a longer one. With a little touch-up in your editing software, it won't be that apparent. Copy smaller, irregular sections to disguise any obvious joints or duplicated distinctive features.

An interesting touch is to copy manhole covers from other photos (after you correct perspective on them, of course) and paste them onto your master street photo. **Figure 5** on the next page shows a section of road on which I did this. On real streets, you often find several manhole covers together, sometimes of different ages and styles, so don't worry about making them look neat and uniform. Real streets aren't.

Size and print the decal

The next step is to print your photo to scale on the decal paper. Decal film comes in both clear and white. You'll get much better results if you use white; if you use clear, the resulting image will be too translucent.

I applied my finished decals to styrene HO scale asphalt street sections from Walthers. Any hard plastic surface will work, such as a sheet of .060" styrene cut to the appropriate width. I prefer the Walthers asphalt streets because they have a slight crown to them, and just a hint of texture.

The Walthers road sections are 2 3/4" wide. To give myself a little margin to work with, I set the print options on my image so it would print out at a slightly larger 2 7/8" wide. I also set the printer for glossy photo paper, then used a sharp blade to trim the printed section from the page.

Protect the decal

Left untreated, the printer ink will dissolve as soon as the decal is immersed in water. To prevent that, the sheet must be coated with a clear waterproof protectant. Reading the decal manufacturer's directions is critical, as this is probably the most important step in the whole process.

I first tried Krylon Crystal Coat. I followed the directions on the Crystal Coat and applied three coats a few minutes apart. But I still had some problems with the ink running. I added a spray of Testors Dullcote after the Crystal Coat dried, and that helped considerably. I also found that using Dullcote alone worked.

Even if you're careful, it's likely some of your decals will still run when put in water. Simply make more than you need and pick the best. You can see some of my finished decals in **fig. 6**.

Apply the decal and seal

Working with inkjet-printed custom decals is a little trickier than what you might be used to with commercially screen-printed decals. Practice first by applying smaller decals to a scrap piece of plastic.



Fig. 1 Patchwork pavement. Years of weather, use, and repairs transform roads into a crazy quilt of different colors and textures, as seen in this photo of a Miami industrial district. No two potholes, cracks, or patches are alike.



Fig. 2 The prototype. Lance shot this photo of a side street from the top floor of a nearby parking garage. The higher above the road you can get to shoot your picture, the better you'll be able to capture detail.



Fig. 3 File for the future. While photographing the road base for your project, also take pictures of any manhole covers, grates, potholes, and details you see. These can be edited into your streets to add variety and interest.

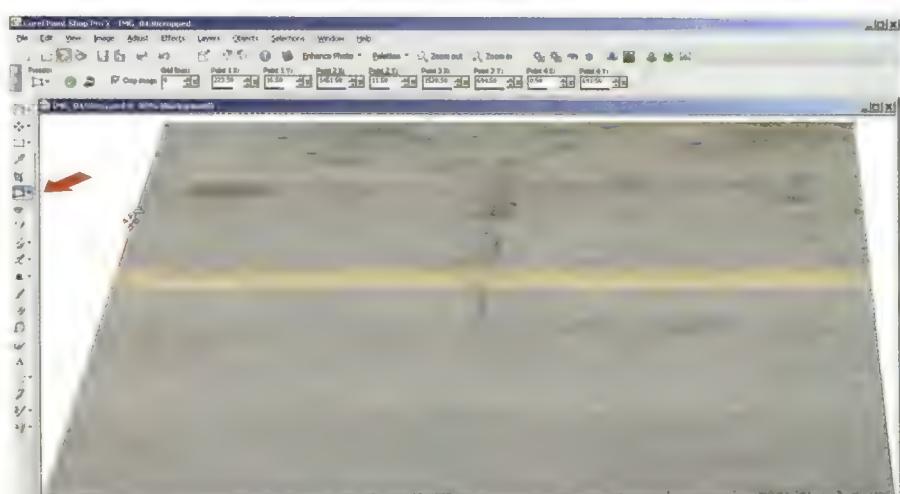


Fig. 4 Take a different angle. Many photo-editing programs have a tool that lets you adjust for perspective. Place the four boxes on the corners of the street, and the program will stretch the image to correct the distortion.

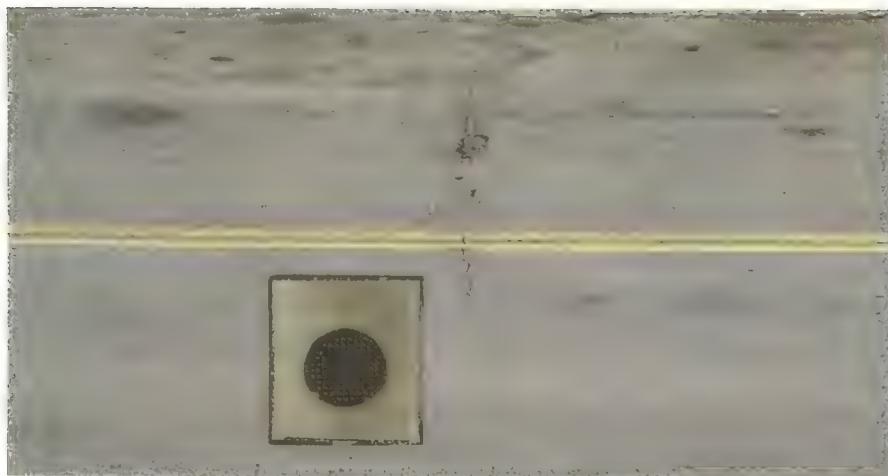


Fig. 5. It's in the details. Here's the road section seen in fig. 2 after cropping the image and correcting perspective distortion. I added a manhole cover (also perspective-corrected) that I copied from another picture.

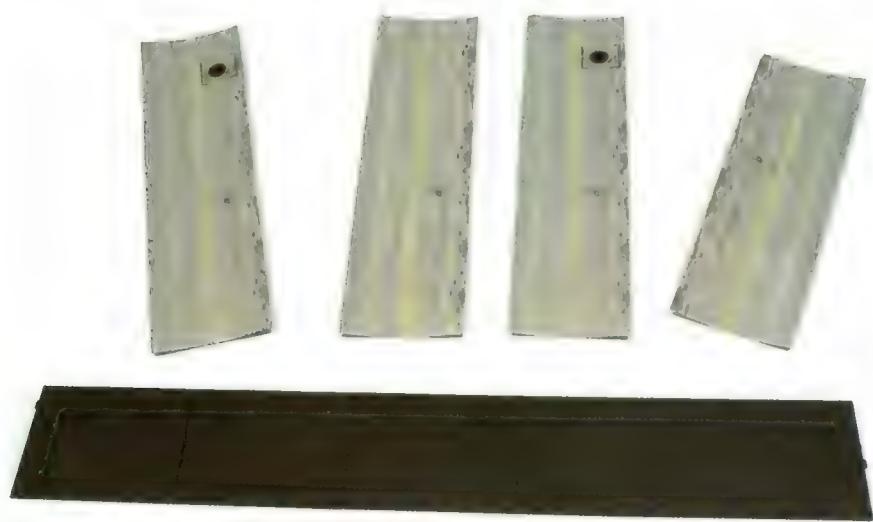


Fig. 6. Ready to apply. After I cut out the decals and protected them with a clear matte overspray, they're ready to be applied to a segment of Walthers asphalt street system. This will make them durable enough to put on the layout.

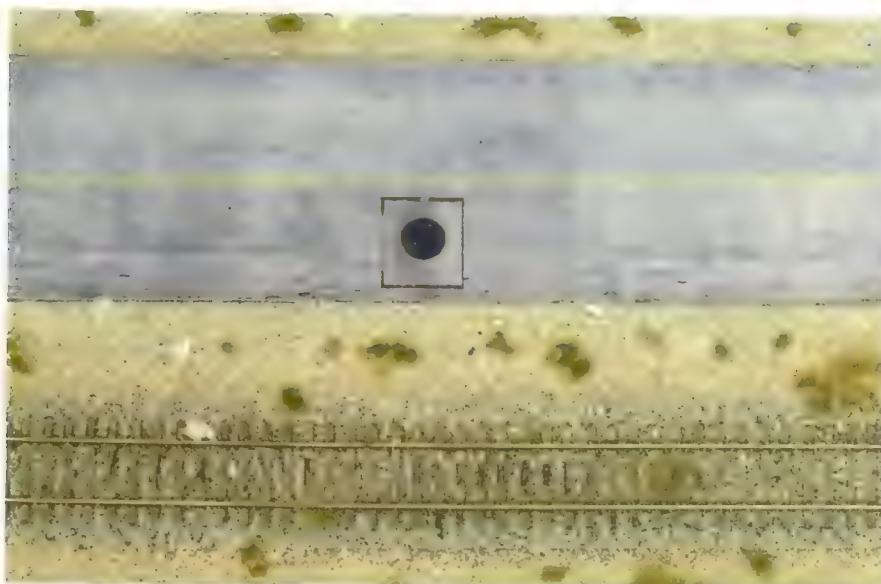


Fig. 7. The finished product. After Lance's decal roadway is glued to the layout and gravel shoulders, foliage, and litter are added, it's ready for traffic.

► Parts List

BelDecal 10W white inkjet decal paper
Krylon 1303 Crystal Clear acrylic spray
Walthers 933-3194 asphalt street system
Microscale 104 Micro Set decal setting solution
Testors 1260 Dulcote
Photo-editing software with perspective correction tool

Place your decal in a pan of water for a few minutes to loosen it from the backing paper. The directions say to wait one minute, but my decals seemed to take a bit longer.

While the decal is soaking, lightly brush a thin application of Micro Set on the road surface. After the decal begins to loosen from its backing, slide it onto the street surface. Use a soft brush dampened with water if you need to push it around or straighten any wrinkles. Once the decal is in place, press it down gently but firmly with a folded T-shirt or similar clean, soft cloth. You may see some curling around the edges of the decal. Gently flow more Micro Set around the edges with a small brush and work the curls out by pressing lightly with your cloth.

Mount on the layout

After allowing the decal to dry overnight, give it one more spray of Dulcote and you're ready to mount it on the layout. Place the street on the layout and secure it in place with white glue. The surrounding scenery will provide most of the adhesion. For road shoulders, I use N scale ballast. Add some weeds and a bit of roadside trash and you now have a realistically colored and detailed street, as seen in **fig. 7**.

Homemade decals aren't as forgiving or predictable to work with as the commercial products you may be used to. However, if you're willing to experiment, make extras to compensate for imperfections, and be patient, you can model streets more realistically than you could by most other means. **MR**

Lance Mindheim is a frequent contributor who lives in Silver Spring, Md., with his wife, Cathy, and son, Zachary. He builds custom layouts as owner of The Shelf Layouts Co. (shelflayouts.com). His Miami-based HO scale CSX East Rail layout appeared in Great Model Railroads 2008, and his N scale Monon layout appears in GMR 2009.



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Tips for using throttles on your layout



In this month's installment of DCC Corner, columnist Mike Polsgrove shares some handy throttle tips. Mike Polsgrove photos

The one part of your Digital Command Control (DCC) system you see the most is the throttle or cab. You control your trains with it, and it's used by all of your operators. This month, I'll discuss ways to make throttle use a bit easier.

Choosing a throttle. Most throttles are compatible only with the same manufacturer's DCC system. If you've already purchased a DCC system, your choices may be limited. However, several manufacturers offer more than one throttle for their own systems, and a few brands are compatible with others. For example, CVP offers a radio throttle that can be used on Lenz systems. Old Atlas DCC system throttles are also compatible with Lenz systems.

Some throttles are complicated, with lots of buttons and knobs, while others are simple, with only a few buttons. Often times, the ones with the fewest buttons are the most difficult to learn because their few buttons have multiple uses.

You may choose different throttles for different jobs on your layout. For instance, if you only need your operators to run trains, turn on the locomotive's headlight, and control the whistle and bell, the simpler (and usually less expensive) throttles are the best choice. However, if you need your operators to make and break consists, a full-function throttle may be the best choice. You'll also need a full-

function throttle to adjust Configuration Variables (CVs) and set the DCC system's parameters.

Other options are wireless or tethered throttles. Tethered throttles are generally less expensive, but they have less flexibility and require a cab bus wire with several throttle connection sockets around the layout. Those with large layouts may not want to commit to the time and expense of running a lengthy cab bus.

You may also be able to choose between a knob and buttons for speed control. (I'm old-fashioned and prefer the knob.)

I use the NCE Powerhouse Pro on my layout, so I had a few choices for throttles. The standard ProCab came with the DCC system and is

essential for setting it up. It's a large throttle with many buttons and both a thumb wheel and push buttons for speed control. I have a few ProCab radio throttles for general use, but at my roundhouse, I use a tethered ProCab to make and break consists and to control the turntable.

I also use a tethered throttle in the nearby industrial district. It's a 2 x 10-foot switching area where the "Commercial Job" runs. The Commercial Job has a short run from the yard to the industrial district where it switches for a couple of hours. Since the work is contained in a short section of layout, a radio throttle isn't needed.

The rest of the trains use radio throttles, since I don't have a cab bus around my entire layout. Most of my throttles are Cab04PRs, which have a big knob for speed control, a few buttons, and both a radio and tethered connection.

Cab bus. A cab bus is a cable that runs around behind the fascia of your layout connecting plug stations (panels) that tethered throttles plug in to. When wiring this bus, remember that it's a computer network and you must closely follow the manufacturer's instructions for the best results.

Cab holders. Modelers at operating sessions often look like jugglers under the big top. They're trying to hold their train orders, timetable, special instructions, car cards or



Fig. 1 Cab holders. The Universal Throttle Pocket from New Rail Models (left) and modified computer mouse holders (right) can be mounted to the layout fascia to hold throttles, as shown in the top photo.



Fig. 2 Throttle identification. Mike puts his name and the cab number on the back of his throttles. This makes it easier to identify them during an operating session.

switch lists, uncoupling tools, flagmen, and a throttle. The throttle is the most expensive item, so it's a good idea to keep it from hitting the floor.

I use commercial holders and re-purposed computer mouse holders, as shown in **fig. 1**. I have plenty of them around the layout to encourage their use. Other layouts I've seen use eyebolts and hooks. This requires modifying the throttle to put a eyebolt on it and placing hooks around the layout. I've also seen lanyards attached to throttles so they hang neatly around the operator's neck.

Instructions. Since every DCC system's throttles work differently, your operators (first-timers especially) may need reminders on basic throttle functions like acquiring locomotives and turning on the headlight. If the instructions are simple enough, attach them to the back of the throttle. If not, make them available in the timetable or special instructions so the operators have them readily available when they're running trains.

Throttle ID. On DCC systems like Lenz, CVP, NCE, and Model Rectifier Corp.'s Prodigy Advance, each throttle has a unique address. No two throttles operating on the same DCC system can have the same address. Regular operators might bring their own throttles to make sure there's enough at an operating session. For this reason, I put a label on the back of each of my throttles. See **fig. 2**. Putting my name on the label too helps keep my throttles from getting mixed up with other throttles at an operating session.



Fig. 3 Battery station. This three-drawer cabinet is kept in a central location under Mike's layout so operators can replace dead batteries with charged ones.

Batteries. All wireless throttles and many tethered throttles use batteries. Using rechargeable batteries will save money. Be sure to charge them before each session. I have the battery charger and a three-drawer cabinet (**fig. 3**) in a central location under my layout. One drawer is for dead batteries waiting to be charged, one has charged batteries, and the last has a set of jeweler's screwdrivers (to open the battery case) so that any operator needing fresh batteries during the session will be able to find everything needed to change the batteries.

Throttle locations. It's best to have a central location where throttles are stored. This way, an operator looking for a throttle will always know where to find one.

Some throttles save battery power when plugged into the cab bus, so jacks at that location may also be helpful. Always have your operators turn off locomotive headlights and deselect locomotives or consists from their throttles when they return them. This isn't essential in all DCC systems.

Throttles are a critical part of your DCC system. Once you've found a throttle that works best for you, learn how to use it effectively and train your operators. The better you are at using your throttle, the more time you can spend running trains. **MR**

Send your questions about Digital Command Control to DCC Corner, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail dcc@mrmag.com. We regret we can't answer all the questions we receive.

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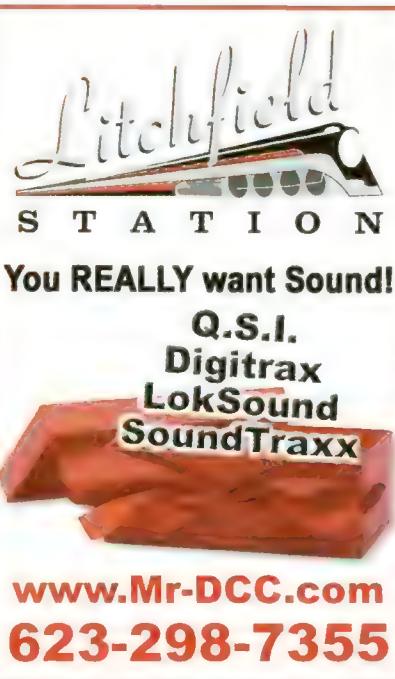
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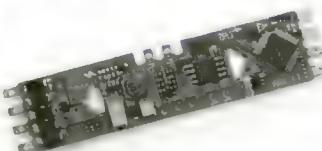
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Product Reviews



H-10-44 in HO captures the looks and sounds of a long-serving F-M switcher

A semi-streamlined carbody developed by famed industrial designer Raymond Loewy made the Fairbanks-Morse H-10-44 a distinctive entry into the diesel switcher market. Many H-10-44s had careers that spanned 40 years. The new Proto 2000 from Walthers HO scale H-10-44 is available in a version that includes a dual-mode Digital Command Control sound decoder that operates on DC or DCC layouts.

The prototype. As the end of World War II approached, Fairbanks-Morse debuted a new 1,000-hp switcher for the Milwaukee Road in

1944: the H-10-44. (H stood for hood unit, 10 for 1,000-hp, and 44 for its B-B wheel arrangement.)

Railfans and modelers refer to the detail differences that occurred during production of the H-10-44 as phases. A description of all the H-10-44 phases is given in the July/August 1993 issue of *Diesel Era*.

Our review sample came decorated as Milwaukee Road no. 1824. Delivered in 1950, this engine was one of the last H-10-44s built. The model has the correct phase IIb carbody with three louvers

along the top rear of the carbody sides and a screened opening on the first door behind the radiator shutters. Walthers makes a phase IIa version with two sets of louvers in place of the screened opening.

The 1,200-hp H-12-44 was introduced in 1950 and had the same carbody as the H-10-44 until 1952. Most Milwaukee H-10-44s served into the 1980s.

The model's dimensions match H-12-44 drawings in the Simmons-Boardman *1950-52 Locomotive Cyclopedic of American Practice*.

Details and paint. The model's cab, long hood, sill, end steps, and truck sideframes are plastic. Engraved details, such as the louvers, are sharply defined. Separate parts include acetal plastic handrails and grab irons. The latches on the engine-access doors are also separate pieces.

Another standout detail is the etched-metal grill over the radiator fan. The cab interior includes painted crew figures.

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The detailed H-10-44 cab interior includes painted crew figures.

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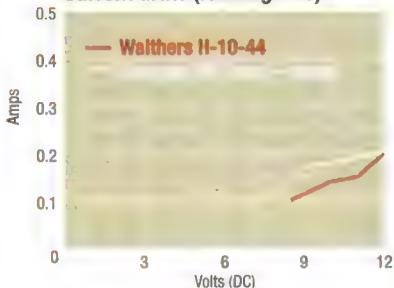
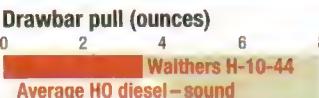
Milwaukee, WI 53201

www.walthers.com

Description: Plastic and metal ready-to-run HO diesel

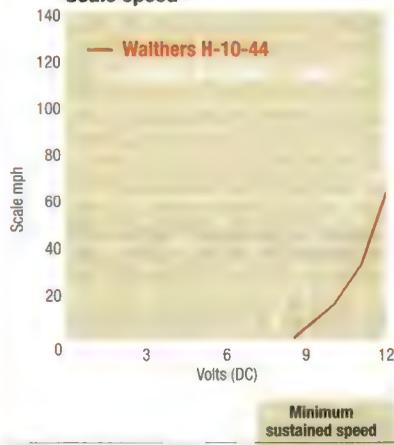
Road names: (two road numbers each, unless noted)

Milwaukee Road (four road numbers); Atchison, Topeka & Santa Fe; Baltimore & Ohio; Central RR of New Jersey; Chicago & North Western (four road numbers); New York Central; Nickel Plate Road; Pennsylvania RR (four road numbers); undecorated



	Draw when slipping	Draw when stalled
Walthers H-10-44	.35A	.80A
Average HO diesel - sound	.32A	.80A

"Average" data based on comparable locomotives reviewed recently
Three-car set tested



	Minimum sustained speed
Walthers H-10-44	1.2 mph
Average HO diesel - sound	3.2 mph

"Average" data based on comparable locomotives reviewed recently
Three-car set tested

locomotive starting or stopping. For our speed tests, I set the model to Standard Throttle Control.

In DC, sounds and lights came on at 5 volts. As I advanced the throttle to 8.5 volts, the model started moving at 1.2 scale mph. At 12 volts, the switcher reached 64 scale mph, close to the prototype's 60 mph top speed.

In DCC, the QSI decoder supports 14, 28, or 128 speed steps. The model crawled along in speed step 1 at 1 scale mph and accelerated to a top speed of 62 scale mph.

The HO switcher ran through turnouts without any interruptions in the sound or lighting effects.

The model includes a cab light, lighted number boards, and constant-voltage headlights. In reverse the front headlight dims and the rear headlight shines. (On the prototype, this wasn't an automatic function.)

Dual-mode sounds. The QSI Quantum sound decoder operates in DC as well as DCC. You can activate the model's horn and bell and program several features using your power pack's direction switch as outlined in the instructions. For easier operation and programming in DC, you can buy the QSI Quantum Engineer DC controller (suggested retail price \$59.99).

The model has 13 DCC functions, including horn and coupler crash. Function 9 lets you simulate a diesel struggling with a heavy load or steep grade. When function 9 is toggled on, the locomotive's speed remains constant, and the DCC cab controls the diesel's throttle notch, increasing or decreasing the rpm sounds.

In DCC, you can program the model's configuration variables (CVs) in service mode (using an isolated programming track) or in ops mode (programming on the main). All CVs can be reset to their factory defaults using the supplied magnetic wand to flip a reed switch under the long hood.

Realistic sound and a high level of detail make this HO H-10-44 a worthy depiction of an F-M switcher.
—Dana Kawala, associate editor

► HO scale H-10-44 features

All-wheel drive and electrical pickup

Die-cast metal chassis

Drawbar pull: 3.5 ounces

Dual-mode DCC sound decoder (DCC version only)

Five-pole skew-wound motor with brass flywheels

HO scale 40"-diameter RP-25 metal wheels in gauge

User-installed magnetic knuckle couplers at correct height

Weight: 10 ounces

Unlike its Milwaukee Road prototype, the model doesn't have a bell above the front headlight.

User-applied parts includes cab sunshades, wind deflectors, F-M builder's plates and front plate.

Paint coverage is smooth. All lettering and striping match prototype photos from the 1950s.

Drivetrain. After removing the H-10-44 from its packaging, I unscrewed the end protectors from each coupler box. Then I lifted off the long hood.

A can motor with dual brass flywheels rests in the center of the die-cast metal chassis. Plastic

universals, shafts, and worm gears drive all the axles. The H-10-44 has a drawbar pull equivalent to 49 free-rolling HO freight cars on straight and level track.

The printed-circuit board and DCC decoder are mounted above the motor. The speaker is inside the plastic fuel tank.

Once I replaced the long hood on the frame, I installed the couplers using the Phillips screws that had held the end protectors in place.

Performance. The model comes from the factory set to Regulated Throttle Control, which simulates the momentum of a prototype



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 95809 CB&Q #9319
 95810 CB&Q #9314 (simplified scheme)

HO SW1000, MSRP \$89.98

95811* D&RGW #147
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"Digitrax offers the most of any of the systems, and with it I know there is nothing in DCC that I won't be able to do. To me that's the most important."

Fact: Digitrax is the leader in DCC

The reason I chose Digitrax is because their systems have a nice control network, called LocoNet, which is used to link their throttle modules, the track power supply and other control components together.

"Digitrax handles the command station boosters, throttles, wireless turnout controllers, the track power supply, and the decoder feedback, all on the same 6-wire cable!"

Fact: Digitrax has unequaled Support

Net, which is used to link their throttle modules, the track power supply and other control components together.

it as it is is expandable to no end with the other components sold by Digitrax. Also I chose Digitrax because of prior experience with the system. I can phone a call away."

Fact: Digitrax customers have the last word.

"The main reason I chose a DIGITRAX system over anything else was simple: "DEALER SUPPORT".

"The reason I chose Digitrax is because their systems have a nice control network, called LocoNet, which is used to link their throttle modules, the track power supply and other control components together."

Digitrax congratulates Model Railroader Magazine on 75 years of service to model railroaders around the world.

The above customer quotes were collected via Google on October 24th, 2008. Find out more about Complete Train Control at digitrax.com.

"We chose Digitrax because of its range of operation possibilities, flexibility, ability to interface with other products, and corporate support."

Their systems have a nice control network, called LocoNet, which is used to link their throttle modules, the track power supply and other control components together.

"I chose Digitrax for a number of reasons, primarily for the fact that everyone

knows [them]. I know here in this area uses Digitrax. The reason I chose Digitrax is because their systems have a nice control network, called LocoNet, which is used to link their throttle modules, the track power supply and other control components together.

The reason I chose Digitrax is because their systems have a nice control network, called LocoNet, which is used to link their throttle modules, the track power supply and other control components together.

As for the Zephyr, some one in Union City, Ohio, had up to 120 cabs. I read that they had 90 at one time, whereas [removed] can

A Digitrax system can be expanded from a simple 2-wire connection to a small layout with a Zephyr, all the way up to a large system with every advanced feature imaginable, all without having to abandon older equipment.

"We like the expandability of the system, but most we like the response of the system to the throttles. How Digitrax communicates with the command station was a big plus several of us as the response was nearly instantaneous."

"I chose the Zephyr system like expandable to no end with components sold by Digitrax. Also I chose Digitrax because of prior experience with the system. Everybody I know uses Digitrax and never need any help. It is a great system."

"Digitrax has the command station, boosters, wireless, turnout controllers, decoder feedback, locomotive responding, signaling, computer control, CTC panels, fast clocks, and power manager feedback reporting all on the same 6-wire cable!"

"I chose Digitrax for a number of reasons, primarily for the fact that everyone

knows [them]. I know here in this area uses Digitrax."

"I chose Digitrax last year, after a evaluation period. We looked at several systems and visited layouts using each. I think [they] are both good systems, but I choose Digitrax because it is more wide-spread and has many dealers."

"The systems vary from one to another because of its expandability, and great functionality. Digitrax is the only system that I know of that has all of these users."

"I chose Digitrax for its most effective system. These are the top why I chose Digitrax. I have a lot of large clubs, essentially all modular groups, and [many] users choose Digitrax. It is simply an unparalleled system in terms of value, expandability, scalability, functionality, and installed user base."

"When I chose Digitrax, I chose it based on specifications, expandability, scalability, cost, and LocoNet."

"I bought based on the fact that Digitrax's system was the only system in the industry to use a real network, LocoNet, and I LOVE the system."





GG1 electric locomotive in N scale is fit to lead the Pennsy's Blue Ribbon fleet

For 49 years GG1 electric locomotives hauled premier passenger trains as well as some freight traffic across the electrified territory of the Pennsylvania RR and its successors. This N scale Kato model accurately captures all the curves of the Raymond Loewy-streamlined carbody and has a smooth and powerful mechanism to boot.

The prototype. Baldwin Locomotive Works and General Electric built a prototype GG1 with a riveted body (no. 4899, later renumbered 4800) in 1934. Pleased with the success of "Old Rivets," Pennsy ordered 14 more GG1 locomotives (4801 to 4814) from BLW and GE in 1935. After that initial order the Pennsy's own Altoona Shops built the remainder of the GG1 fleet (4815 to 4938). Altoona built the last GG1 in 1943. All GG1 locomotives after "Old Rivets" no. 4899 had smoothly contoured welded carbodies.

The GG1 rode on an articulated 2-C+C-2 chassis (a two-axle idler truck on each end and three powered axles on each section of

the chassis). With a pair of motors on each powered axle, the GG1 produced 4,620 continuous hp with peaks up to 8,500 hp. The top speed of a GG1 geared for passenger service was 100 mph. Starting in the 1950s the Pennsy regeared some GG1s to 90 mph for dual service (freight and passenger duties).

The last GG1 was retired in 1983. Several have been preserved, including no. 4935 at the Railroad Museum of Pennsylvania.

Details and paint. The dimensions of the Kato N scale model match those of drawings in the October 1994 issue of *Model Railroader*.

The Kato GG1 is decorated in the modified-Loewy paint scheme introduced in 1941. The model's Brunswick green paint is the correct almost-black shade, and the serif Clarendon lettering font is appropriate for this era, as is the red pinstriping around the cab windows. The placement of the lettering, heralds, and striping matches prototype photos.

The lettering on the model is bright yellow in color. To match the

prototype all lettering should be gold leaf. Later GG1 paint schemes used a dark yellow-gold shade called "Synthetic Buff."

The model's plastic body shell features sharply molded detail and captures the complex curves of the prototype. The side grills are especially well done. Separately applied details include cab ladders and window safety bars.

The non-functioning blackened metal pantographs raise and lower easily. When fully extended the pantographs are 25 N scale feet (1 1/8 inches) above the railhead.

Drivetrain. Disassembly instructions for the GG1 are on the Kato Web site (www.katousa.com). I easily removed the press-fit plastic body shell. The can motor with two brass flywheels is housed inside a split die-cast metal frame. Universal shafts transfer power to a gearbox attached to each three-axle section of the articulated frame. All six driving axles are powered.

All wheels are blackened metal, and the drive wheels measure a scale 41" in diameter. The articulated frame and the idler truck sideframes have sharply molded details that match the prototype.

Our review sample had one traction-tire-equipped driver. The model's drawbar pull was equivalent to 24 free-rolling N scale passenger cars on straight and level track. The GG1 should have plenty



The Kato GG1 features a can motor and dual brass flywheels in a die-cast metal split frame. A drop-in DCC decoder is available from Digitrax.

N scale GG1

Price: \$139.00

Manufacturer:

Kato U.S.A. Inc.

100 Remington Rd.

Schaumburg, IL 60173

www.katousa.com

Description: Ready-to-run plastic and metal locomotive

Road name: Pennsylvania RR no. 4935 (Brunswick Green, five-stripe)

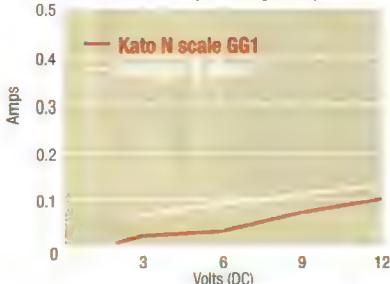
Drawbar pull (ounces)

0 .2 .4 .6 .8 1.0 1.2 1.4 1.6 1.8 2.0

Kato N scale GG1

Average N diesel

Current draw (running free)

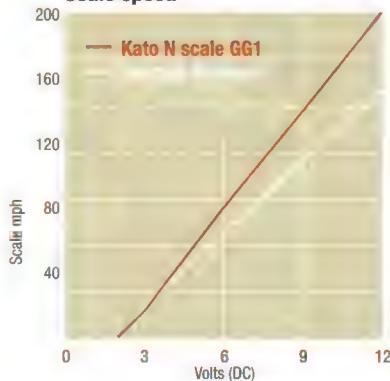


Draw when slipping

	Draw when slipping	Draw when stalled
Kato N scale GG1	.14 A	.20A
Average N diesel	.18A	.40A

"Average" data based on comparable locomotives reviewed recently

Scale speed



Minimum sustained speed

	Minimum sustained speed
Kato N scale GG1	0.8 mph
Average N diesel	4.7 mph

N scale GG1 features

Blackened metal RP-25 wheels in gauge

Blackened metal pantographs

Can motor with dual brass flywheels

Compatible with Digitrax DN163K1D Digital Command Control (DCC) decoder (sold separately)

Drawbar pull: 2 ounces

Electrical pickup on 11 drivers

Kato operating knuckle couplers at correct height

Minimum radius: 9 3/4"

Sprung idler trucks

Weight: 5 ounces

of power to pull the new 14-car Kato N scale *Broadway Limited* passenger train.

Converting the GG1 to DCC is easy. A printed-circuit board is mounted under a gray plastic cover atop the model's split frame. Digitrax makes a drop-in DCC decoder (DN163K1D) that replaces the original PC board.

Performance. I tested the GG1 using an MRC Tech 4 12-volt power pack. The model's forward headlight, illuminated number boxes, and class lights came on at 2 volts. All lighting is directional. When I flipped the direction switch, the front headlight, number boxes, and class lights went dark, and the rear set of lights illuminated. Automatic directional lighting wasn't a feature of the prototype.

All lighting is from light-emitting diodes (LEDs) that have an orangish cast. The class lights

would look more prototypical if they were white or green.

At 2 volts the model rolled steadily at only 0.8 scale mph. The GG1 accelerated to 200 scale mph at 12 volts, double the top speed of the prototype. A more prototypical 100 scale mph top speed is achieved at 8 volts.

The Kato GG1 ran smoothly through turnouts and around a 9 3/4" curve. However, the model looks much better on broader curves, especially when pulling passenger cars.

Despite its yellow lettering, the model looks great hauling the Kato *Broadway Limited*. The Kato GG1 is a good choice for N scalers who want to model the Pennsy's electrified territory. — D.K.

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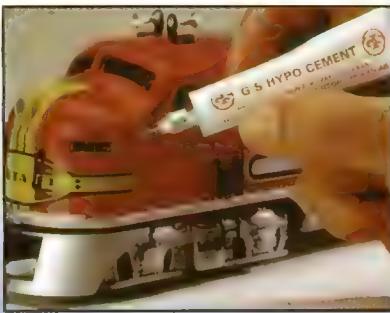
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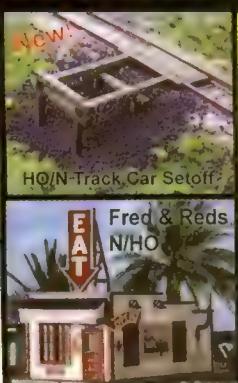
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O scale EMD MP15DC switcher has impressive sounds and performance

While this superb MP15DC model may look like a yard switcher, it rides on GP-type trucks that also suit it to road service. Made by Atlas O, the MP15DC has a detailed plastic carbody that's filled with a powerful mechanism and a factory-installed sound decoder that operates on either DC or Digital Command Control (DCC).

The model is a replica of the Electro-Motive Division's 1,500-h.p. MP15DC heavy-duty switcher that was introduced in 1974. A total of 246 units were built by the time production ended in 1980. The Atlas O model closely matches the prototype drawing published in the

Model Railroader Encyclopedia: Volume 2, Diesel Locomotives.

Appearance. The body is assembled using many alternate parts to provide the appropriate characteristics for each prototype. For example, there are two cabs and three different hoods. The radiator is one of the best I've seen, with a realistic see-through effect. Additional details are applied to match specific prototypes. The railings are formed wire mounted on properly-shaped metal stanchions.

This MP15DC has a cab interior that includes a set of lighted gauges on the control stand! Both of the side windows are fitted with wind deflectors and sun shades.

The golden-white light-emitting-diode headlights switch from dim to bright in the direction of travel.

A pair of classification lights on each end also change to display green in the forward direction and red to the rear as marker lights. Lighted number boards are also provided at both ends.

Our sample came painted in the Genesee & Wyoming's striking orange-and-black color scheme. The colors are neatly applied in smooth, even coats, with sharply defined edges. All of the herald parts are in perfect alignment, and there are numerous simulated safety stickers indicating the locations of fire extinguishers and the first-aid kit. Appropriate EMD builder's plates and safety reminders are printed on the chassis.

Under the hood. The Atlas O MP15DC's mechanism has a die-cast frame, trucks, and gearboxes, which provide sufficient weight for excellent traction.

A powerful can motor with dual brass flywheels is mounted above the hollow fuel tank that contains a speaker for the sound system. All four axles are driven and all of the wheels pick up current. The DCC sound system and directional lighting components fill a pair of PC boards stacked above the motor.

► O scale EMD MP15DC

Price: two-rail (with dual-mode DCC sound system), \$479.95; dummy units, \$249.95

Manufacturer

Atlas O LLC

378 Florence Ave.
Hillside, NJ 07205-1102
www.atlasO.com

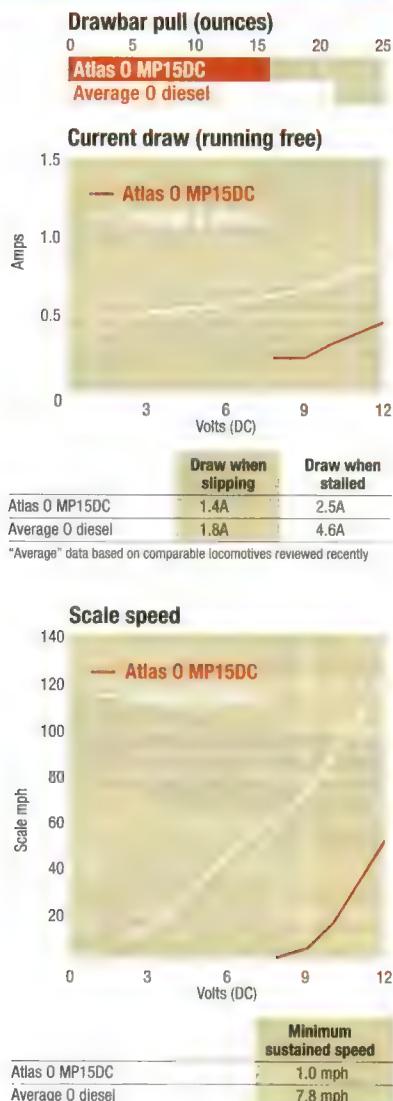
Road names: (two road numbers) Genesee & Wyoming, Alaska RR, Burlington Northern, Burlington Northern Santa Fe, Conrail, CSX, Manufacturers Ry., Missouri Pacific, Norfolk Southern, Reading, Southern Ry., Southern Pacific, Union Pacific

► Atlas O MP15DC features

- Can motor with dual flywheels
- Dual-mode DC or DCC sound and control system
- Drawbar pull: 16 ounces
- Eight-wheel drive and electrical pickup
- Magnetic knuckle couplers mounted at the correct height
- Minimum radius: 36"
- Nickel-silver RP-25 metal wheelsets (in gauge)
- Weight: 3 pounds 6 ounces

Working sounds. The sound-equipped *Model Railroader* Atlas O MP15DC has a QSI Quantum sound system that offers numerous choices and dozens of adjustments

Model Train Displays



so the user can fine-tune the effects as desired.

Operation. The MP15DC began moving steadily at less than one scale mph on DC. We had to adjust the model's starting voltage by setting configuration variable (CV) 42 to a value of 5 to obtain the same slow speed performance on DCC. The top speeds were 52 mph on DC, and 80 on DCC.

This switcher is a powerful hauler delivering enough tractive effort to pull 48 free-rolling cars on straight and level track. It will also negotiate a 36' radius curve.

Overall, this heavy-duty switcher is excellent in all respects. It's solid construction, specific prototype detailing, powerful mechanism and top quality finish make it a winner. — *Jim Hediger, senior editor*



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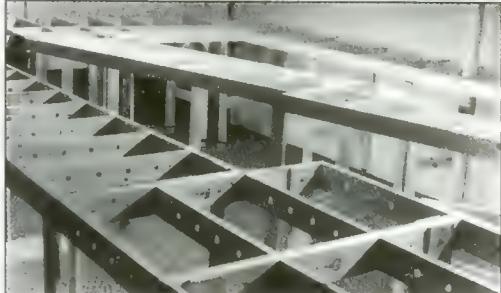
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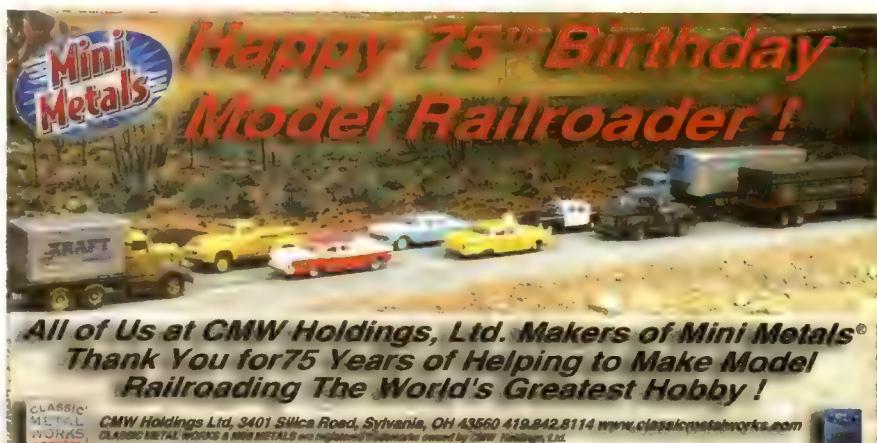
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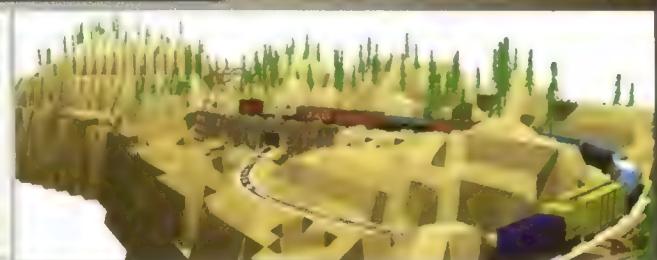
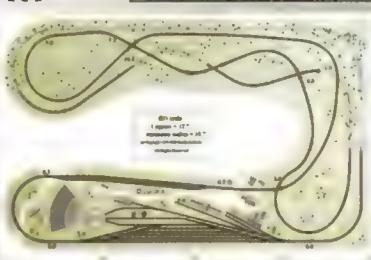
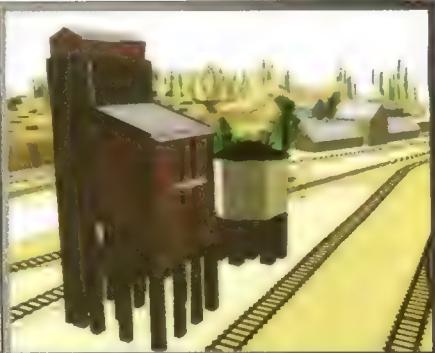
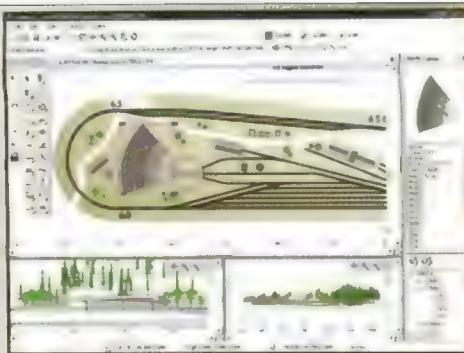
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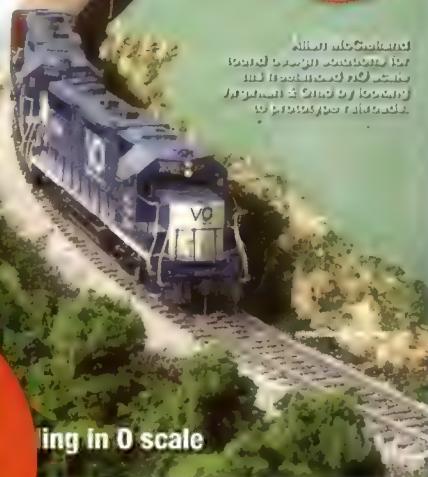
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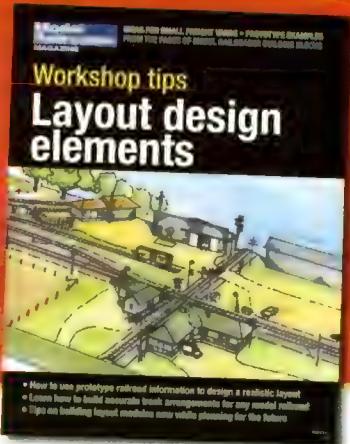


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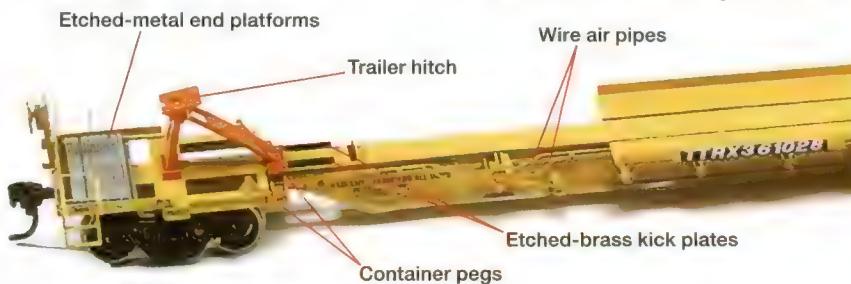
Free-rolling HO spine car has excellent detail

A highly detailed 57-foot three-unit all-purpose spine car with die-cast metal spines, etched-metal end platforms, and separately applied brake detail is now available from Athearn. The Ready-to-Roll car, based on the prototype produced by Trinity, is decorated for TTX Co. and is available in six road numbers and painted but unlettered.

Prototype history. The Athearn model is based on cars in the TTX RAF30A class (TTRX 360817-361116). These spine cars entered service in the late 1990s and are still used today.

Though the spine car consists of three units, it's considered one car. The units are assembled in a B-C-A configuration; the B unit is the one with the hand brake. The model's dimensions closely match data published in the *Official Railway Equipment Register* (R.E.R. Publishing Corp., January 2007).

It's in the details. What really makes Athearn's new three-unit spine car stand out are the details. For example, the model has a separately applied air reservoir and triple valve with freestanding wire air pipes, see-through etched-metal end platforms, and etched-brass kick plates by the trailer hitches. See the photo below.



The B unit has factory-installed brake piping, etched-metal end platforms, and McHenry lower-shelf magnetic knuckle couplers. The trailer hitch and container pegs have to be installed by the modeler.

► Athearn HO scale spine car

Price: \$79.98

Manufacturer:

Athearn Trains

1550 Glenn Curtiss St.

Carson, CA 90746

www.athearn.com

Road name: TTX (six road numbers). Painted yellow but unlettered also available.

► HO spine car features

33" metal wheelsets with RP-25 contour, correctly gauged

Die-cast metal spine

Etched-metal running boards
McHenry scale knuckle couplers with springs, mounted at correct height

Modeler-installed container shoes and pegs, container shoe covers, and trailer hitches

Plastic crossbearers, decks, and ladders

Separately applied brake piping
Weight: 9.8 ounces (three units)

McHenry scale lower-shelf knuckle couplers with springs. They're mounted at the correct height.

The paint on the model is smooth and evenly applied, which is no easy task with yellow. The printing is crisp, and even the smallest lettering is clearly legible under magnification.

A winner. The Athearn 57-foot all-purpose spine car is an excellent model with some of the best detailing I've seen on a ready-to-run model. The ability to set up this car for container or trailer service is a nice touch, too. The Athearn spine car has raised the bar on intermodal models. A string of these well-proportioned cars will look great on a modern-era layout. — *Cody Grivno, associate editor*

DOMINO BENCHWORK



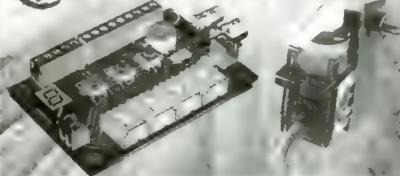
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This kit consists of laser-cut basswood, plywood, and cardstock, tarpaper roofing, brass, urethane, and white-metal detail castings, and loads of character. The tabbed, well-engineered construction provides fast and easy assembly. The footprint is about 70' x 90'.

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Product Reviews

► An MR quick look: HO scale wired line poles

Price: \$34.95

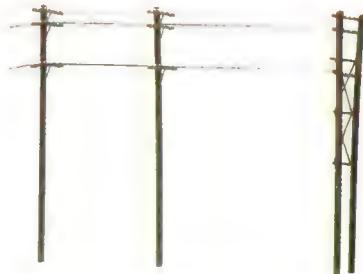
Manufacturer: Rapido Trains Inc.
140 Applewood Crescent, Unit A
Concord, Ontario L4K 4E2
www.rapidotrains.com

Description: plastic line poles

Comments: Pre-strung line
poles? Yes. Rapido has turned a
“what-if” idea into reality.

Each package contains 11 HO
scale single poles and two double
poles. The “wires” are rolled onto
three spools nestled in a plastic
jig and the loose ends are
threaded through pinholes in
insulators on the poles. The
molded plastic poles are painted
a gray-brown color and the insula-
tors are painted white.

To install the poles, I held the
foam cradle in my left hand, and
with my right hand lifted the end
pole out of the cradle into a hole
drilled on the layout. As I pulled
away from the first pole to install
the second the spools unrolled
and the wires slid through the
remaining insulators. The pole set



is designed in a way that lets you
determine pole spacing.

Once I placed the final pole, I
pulled the wires snug and sealed
each wire in its hole with a dab of
medium-viscosity cyanoacrylate
adhesive (CA) before cutting it
loose from the spool.

If your layout requires a longer
run of poles, Rapido suggests
using the double poles from two
sets placed back-to-back.

I used Rapido's poles on our
Beer Line project layout (see page
44). Nearly everyone asks how we
wired the poles. I just smile – and
then confess that the poles came
that way. – *Neil Besougloff, editor*

► An MR quick look: Z scale service station kit



Price: \$27.95

Manufacturer
Micro-Trains Line Co.
P.O. Box 1200
Talent, OR 97540
www.micro-trains.com

Description: Laser-cut wood kit

Comments: This Z scale service
station is typical of those built
throughout the United States in
the 1940s and '50s. The wood kit
uses tab-and-slot construction
and peel-and-stick trim, window
frames, and details. Printed
interiors for the garage and office;
cast resin gas pumps, soda chest,
and tire rack; and decals for the
station exterior are also included.

Though the kit is small (its
footprint is 1 1/4" x 2 5/16"), it's

packed with detail. The power and
gas meters are both two-piece
assemblies. The vents on the roof
and above the bathroom doors
have milled louver detail. But most
amazing to me were the accord-
tion gate pieces cut from the
window glazing material.

The kit has a hole in the base
and notches in the interior walls to
accommodate wires for interior
lighting (not included). With this
level of detail, illuminating the
interior would be worthwhile.

Hats off to Micro-Trains for
another great Z scale kit. This
classic American-style service
station would look right at home
on Main Street on a transition-era
layout. – C.G.

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(Required by 39 USC 3685)

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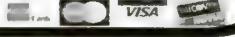
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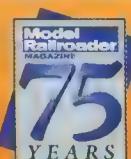
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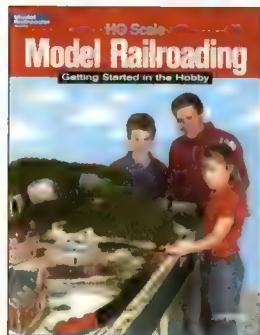


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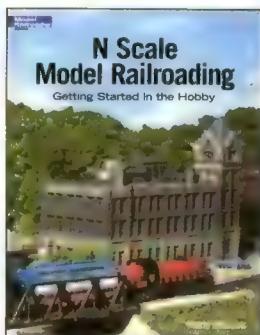
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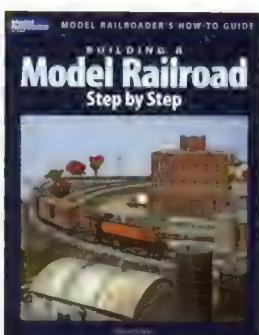
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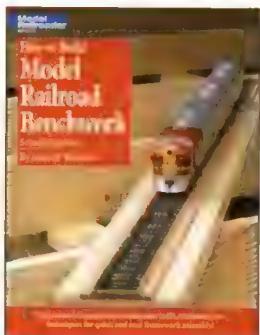
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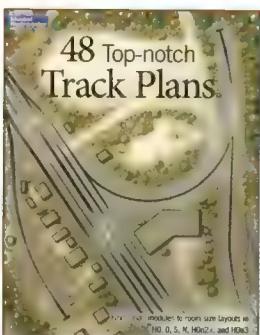
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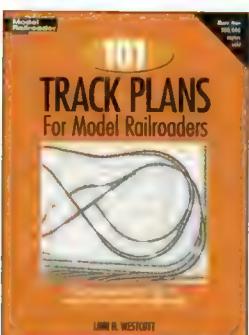
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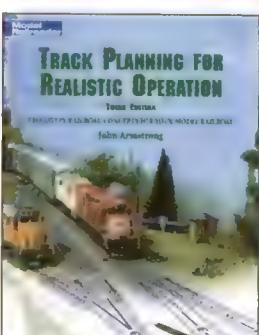
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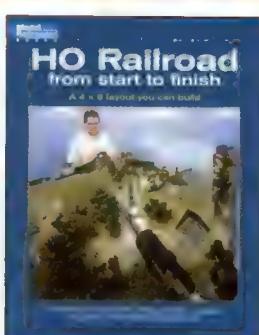
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Trackside Photos



This special 75th anniversary issue of *Model Railroader* includes the last installment of our yearlong series, Landmark Layouts. However, MR has looked at many other equally notable layouts over the years, more than could be included in that series. Therefore, this 75th anniversary edition of Trackside Photos takes a look at some other important model railroads whose impact on the hobby should not be overlooked.

Want to see your work in Trackside Photos?

Trackside Photos is a showcase for the work of *Model Railroader* readers. We encourage contributions. Send your photos (original color slides, 8" x 10" glossy color prints, or digital images 5 megapixels or better on CD-ROM) to: *Model Railroader*, Trackside Photos, P.O. Box 1612, Waukesha, WI 53187-1612. Include caption information, such as a description of what's going on in the picture; the name, scale, era, and locale of the layout; and information about the rolling stock or structures pictured. For a copy of our photo submission guidelines, contact editorial associate Eric Stelpflug at 262-796-8776, ext. 583, or mrmag@mrmag.com.



Professional photographer, musician, artist, and writer Malcolm Furlow brought his artistic touch to *Model Railroader*'s 1983 project railroad with the HO_n3 San Juan Central. Riding the Durango & Silverton and other narrow gauge tourist lines inspired the Colorado-themed layout. Malcolm, of Tres Piedras, N.M., took the photo.



Some railroaders get more space out of their layout room by building two levels. A few add a third deck for additional operation. Bruce Chubb's Sunset Valley Oregon System has four. Bruce, of Grand Rapids, Mich., models 10 railroads on his HO scale layout.

David Popp photo

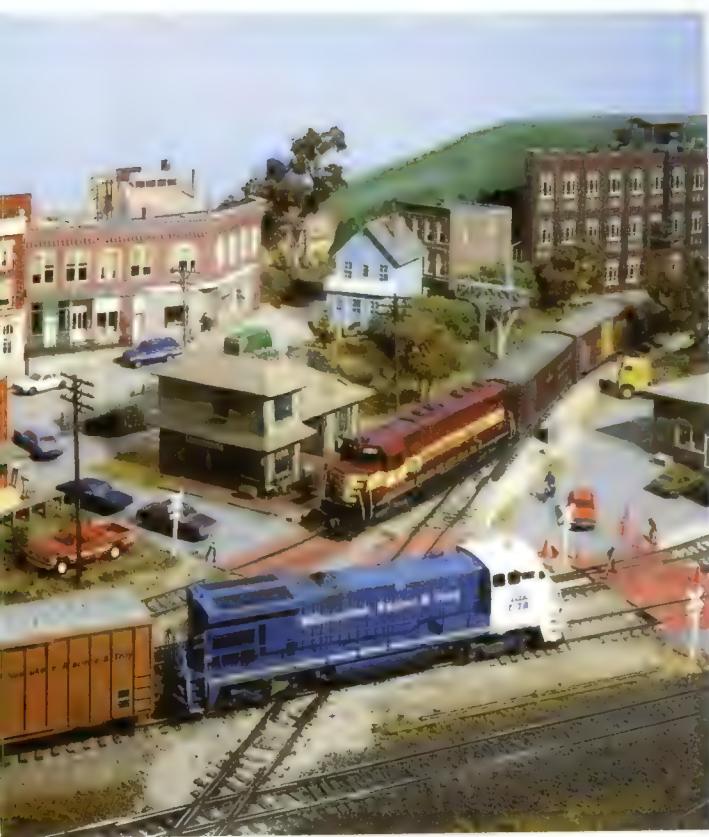
Trackside Photos



Pelle Søeborg of Denmark is best known for the desert scenery on his HO scale Union Pacific Daneville and Donner River Subdivisions, but his photo of the rugged Donner River portion of his layout shows Pelle's skills at modeling mountains, too.

We generally don't toot our own horn, but we would be remiss if we didn't mention the subject of more MR articles than any other: the HO scale Milwaukee, Racine & Troy, Kalmbach Publishing Co.'s club layout. This scene shows Mukwonago on the original MR&T in Milwaukee. Many of the buildings seen here were saved for the new MR&T built after Kalmbach moved to suburban Waukesha, Wis.

A.L. Schmidt photo



Few model railroaders have had a greater impact on the hobby than *Model Railroader*'s own senior editor, Jim Hediger. For more than 36 years, Jim has been telling MR readers about modeling, operations, painting, track planning, and prototype railroads. His double-deck HO scale Ohio Southern RR turned 25 in 2005. Jim made this shot for the cover of the September 2005 issue, when he gave us a silver anniversary look back.

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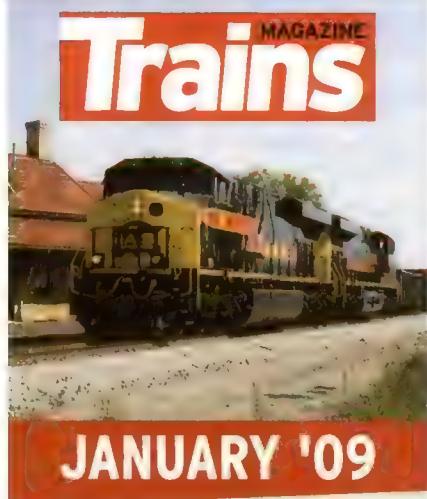
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Trains of Thought

Visiting an old friend

Tony Koester



Monon BL2 no. 32, a 1948 graduate of General Motor's Electro-Motive Division plant near Chicago, still works for a living at the Kentucky Ry. Museum in New Haven, Ky. Tony Koester photo

I was a railfan from my youngest years, as far as I can recall, spending summer days along the Minneapolis & St. Louis and, less often, the Rock Island main lines, which bracketed the east and west sides of Sheffield, Iowa. But it wasn't until we moved to Cayuga, Ind., in 1951 (I was nine then) that my interest in railroads really perked up.

No mystery there: The Nickel Plate Road was still running Berkshires and Mikados through town. Single Alco PA-1s graced passenger trains 9 and 10. The Chicago & Eastern Illinois' double-track Chicago – Evansville main, which crossed the NKP, provided a different form of entertainment: E7s and FP7s on passenger trains and Fs and Geeps on freights.

The C&EI local was often powered by an Electro-Motive Division BL2. I got my second cab ride in one of them as it switched the NKP interchange and Thompson's grain elevator in Cayuga.

The BL2 was both an odd-looking and somewhat rare locomotive – expensive to build and redundant after the general-purpose "Geep" debuted. Its "chain-drive" styling resulted from trying to keep the

corner steps visible from the cab for safety during branchline (hence the "BL" designation) switching work.

To me, however, they were perfectly ordinary engines – best sellers, I came to assume, as they seemed to be everywhere I lived or visited: the Rock Island in Iowa, the C&EI in Cayuga, the Monon in Michigan City and Lafayette, Ind., the Western Maryland and Bangor & Aroostook on early railfan jaunts.

The BL2s I came to know best were the Monon's. In 1958, dad took a job in Chicago, so we moved to Long Beach, Ind., a suburb of Michigan City near the north end of the Monon's original main line. A pair of BL2s was typical power on many "City" freights.

In 1961, wife Judy and I headed to Purdue in West Lafayette, not far from the Monon Shops and the railroad's largest classification yard – and its BL2s.

The railroad had nine of the 1500-hp BL2s, 30-38, acquired in 1948 and '49. I got to know them well during my college years, but by the late 1960s they had departed to new jobs or had been traded in to Alco. One of them, however, was destined for stardom of a sort:

No. 32 found a new home at the Kentucky Ry. Museum in New Haven, Ky., where the veteran EMD now powers tourist trains over a scenic 22-mile main line. The museum is also home to Louisville & Nashville 4-6-2 152 (a 1905 Rogers graduate), Santa Fe CF7 2546, L&N E6A 770, an ex-Army H-12-44, and Chesapeake & Ohio Kanawha (2-8-4) 2716.

The opportunity to visit an old friend occurred in April 2007 when I was invited to give a talk at a National Model Railroad Association Mid-Central Region convention in Louisville. During an all-day tour we enjoyed a ride behind the 32.

I walked around my old friend, happy to see the engine so well cared for and a fine example of the Monon's use of Purdue's black and gold colors on freight engines. (Passenger diesels and cars were originally painted in two-tone gray and crimson with white stripes, a tribute to Indiana University on the south half of the railroad in Bloomington.) It isn't a stuffed-and-mounted indoor museum display (no offense - indoor exhibits have their place) but rather proudly works outdoors for a decent wage.

My Nickel Plate Road layout has two interchanges with the Monon (still officially the Chicago, Indianapolis & Louisville with CIL reporting marks in 1954). You can bet there will be a BL2 or two working the interchanges. One of them, a Proto 2000 factory-painted model detailed and weathered by Monon modeler Mont Switzer, is already on the railroad. But 32 has yet to be modeled. (I'll use Mont's example as a benchmark.)

My meeting with an old friend illustrates a key aspect of the potential of our modeling. A model can be an end in itself, a satisfying example of what we can do with our time and talent, especially if it has a personal and historical context beyond the quality of the model itself. In this case, a model of BL2 no. 32 will evoke pleasant memories of Michigan City, Lafayette, and now New Haven.

You can't expect much more from a model, or a hobby, than that. **MR**

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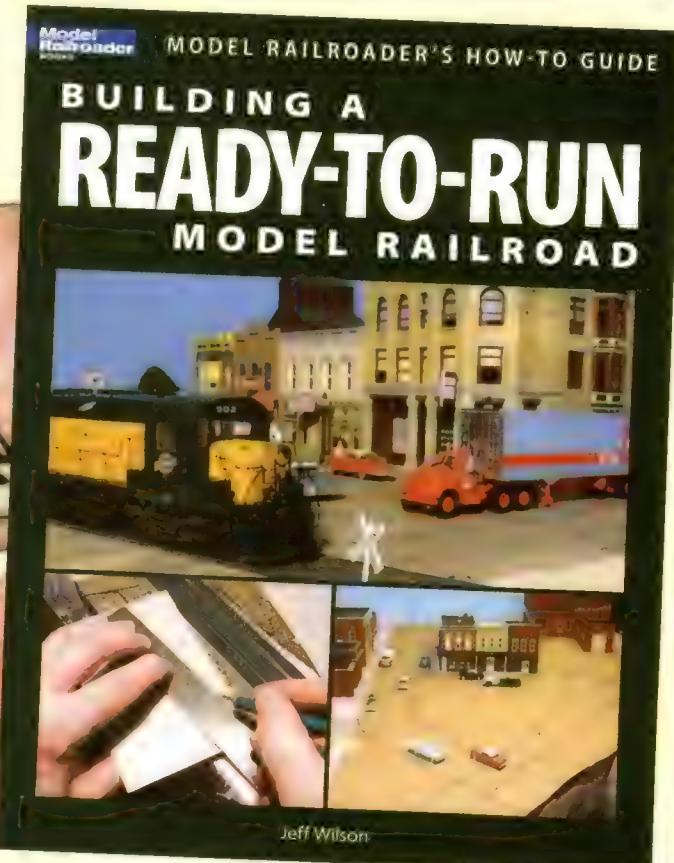
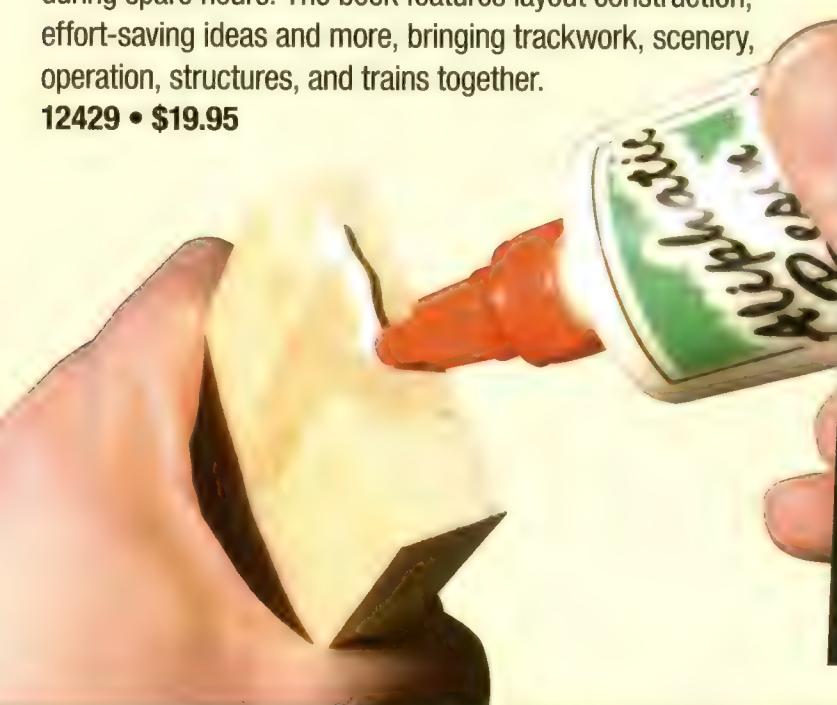
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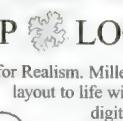
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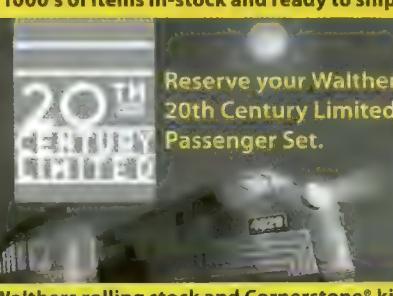
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CLOSING DATES: Jan 2009 issue closes Oct. 17, Feb. closes Nov. 18, Mar. closes Dec. 16, Apr. closes Jan. 16, May closes Feb. 16, June closes Mar. 20, July closes Apr. 17, Aug. closes May 15, Sept. closes June 18, Oct. closes July 17, Nov. closes Aug. 18, Dec. closes Sept. 18.

Note to Readers: Show dates, times and locations sometimes change. Confirm the details before driving any distance. Please go to www.mrrmag.com and click on the **Schedule of Events** section to get more complete information on these and other coming events.

Schedule of Events

FL. DELAND: 26TH FLORIDA RAILFAIR. Volusia County Fairgrounds, Tommy Lawrence Arena and Townsend Exhibit Hall, January 10 and 11, 2009. Saturday 9:00am-4:00pm and Sunday 10:00am-3:30pm. Adults: \$7.00 (under 12 free). Operating layouts. Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954.

GA. NORCROSS: 36TH ATLANTA MODEL TRAIN SHOW. North Atlanta Trade Center, 1700 Jeurgens Court. Saturday January 17, 2009, 9:00am-5:00pm. Adults: \$7.00 (under 12 free). Operating layouts. 300+ tables. Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954.

IA, CENTRAL CITY: EASTERN IOWA MODEL RAILROADER TRAIN SHOW & SWAP MEET. January 25, 2009. Central City High School, 400 Barber St. 10:00am-4:00pm. Admission: \$3, children under 12 free. Contact: Don Earl, 201 10th Ave., Hiawatha, IA 52233. Phone: 319-393-2691.

IL. DUPO: THE DUPO TRAIN SHOW. Dupo Community High School Gym, 600 Admiral Trost Drive. Saturday, February 14, 2009, 10:00am-3:00pm. Adults \$3.00, 12 and under free. 19th year! Swap Meet & Layouts. Dirk P. Reynolds, 618-286-3399

IL. MATTOON: ELEVENTH ANNUAL CROSS COUNTY MODEL RAILROAD DAYS. Cross County Mall, 3/4 mile west on Rt. 16, from exit 190-B, I-57. February 21-22, 2009. Saturday 10:00am-9:00pm and Sunday 12:00pm-5:00pm. Swap meet and numerous running train layouts. Free admission. E-mail john@coryvillestation.com

IN. GREENWOOD: GREENWOOD TRAIN SHOW. Greenwood K of C, 695 Pushville Road. Saturday, January 31, 2009, 10:00am-3:00pm. \$3.00, under 14 free w/adult. New management offers 3 layouts, multi dealers. All major gauges. Contact Dennis Scamahorn 317-881-5884.

MI. REDFORD: 23RD ANNUAL OLE TOY & TRAIN SHOW. St. Robert Bellarmine. Sunday, January 25, 2009, 11:00am-3:00pm. Open to public \$3.00 each/\$6.00 family. Hosted by SRB's Men's Club, Concessions, 150+ tables, live displays, testing, 8' tables \$12.00 prepaid or \$15.00 at door. Info: 313-937-1670, 313-937-1500 cbalawipc@yahoo.com

MI. TROY: 5TH ANNIVERSARY TROY TRAIN SHOW. Athens High School, 4333 John R., January 18, 2009. 10:00am-3:00pm. \$3 Adults, 12 & Under - Free. 350 Tables, Door Prizes, Free Miniature Train Rides, Raffle, Operating Layouts in N, HO, O, G. www.troytrainshow.org

MN. ST. CLOUD: GRANITE CITY TRAIN SHOW AND SALE. National Guard Armory, 1710 Veteran's Drive; Saturday, December 13, 2008, 9:00am-2:30pm. \$4.00, 12/under free. Buy/sell model/toy trains, books, videos, railroad collectibles. Operating displays. Children's railway play area. Door prizes, for visitors and vendors. 320-255-0033; edwardolson@cloudnet.com; www.granitecitytrainshow.com

NC. WILMINGTON: CAPE FEAR MODEL RAILROAD CLUB 12TH ANNUAL SHOW & SALE American Legion Post 10, 702 Pine Grove Drive, January 24-25, 2009. Saturday 10:00am-5:00pm, Sunday 10:00am-4:00pm. \$5.00 adults, \$3.00 children 6-12, under 6 free. 43 tables, free clinics, operating layouts. www.CapeFearModelRailroadClub.org

NY, LINDENHURST: NORTHERN SPUR TRAIN DIECAST VEHICLES/TOY MEET Jan. 4, Feb. 15, Mar. 22, Sept. 20, Nov. 1, 2009. Knights of Columbus Hall, 400 S. Broadway, 8:30am-1:00pm. \$4 adults, children under 16 free w/adult. Contact: Carmelo Sancetta, PO Box 1286M, Bay Shore, NY 11706. 631-666-6855

OH, CLEVELAND: ALL GAUGE MODEL TRAIN SHOW United Auto Workers Hall, Chevy Blvd. in Brookpark. January 3, 2009, 10:00am-3:00pm. Admission \$5.00, kids under 10 free. Tables \$20.00. Sponsored by the Cuyahoga Valley S Gauge Association. Call Tim Krogg, 216-662-6928 for tables or e-mail MACSIR@aol.com

PA. COOPERSBURG: COOPERSBURG AREA SOCIETY OF MODEL ENGINEERS OPEN HOUSE. Basement of the Coopersburg Borough Building, 5 North Main St. Noon to 5:00pm, December 6-7, January 10-11, January 17-18. Admission: Free. Contact J&D @ 215-538-0501 www.casme.org

PA. FORT WASHINGTON: GATSMC MODEL RAILROAD CLUB OPEN HOUSE. Prospect and Madison Avenue (just off PA Turnpike Exit #29), December 6th & 7th, January 10th & 11th, 24th & 25th, March 7th & 8th, 12 noon - 4:00pm. Donation, Info on www.gatsmc.org Phone 215-646-2033 (Thurs. Evenings).

WI, LA CROSSE: 19TH ANNUAL GREAT TRI-STATE RAIL SALE. The La Crosse Center, 300 Harborview Plaza, Saturday, January 31, 2009, 9:00am-3:00pm. Admission: \$4.00, children under 12 free. The Tri-State's largest one day railroad sale, flea market and swap meet. Contact: 608-582-4761.

Classifieds

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PICTURES OF FLAT, BULKHEAD AND CENTER BEAM CARS with wood and cement RR ties on them. 515-883-0636, traintguy1942@aol.com

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Consolidation 1987 leads Atchison, Topeka & Santa Fe mixed train No. 506, a second-class schedule serving the branchline San Jacinto District, at Hemet, Calif., on Sept. 12, 1946. Richard W. Biermann photo

Running mixed trains

My friend Jared Harper gave an interesting description on an Internet discussion list of the mixed (combined freight-and-passenger) train operation on the Atchison, Topeka & Santa Fe's Alma District in Kansas. I especially noted how this train for at least part of its history started out running extra, without a timetable schedule but authorized by train order. It ran extra from its operating base in Topeka to the branchline junction at Burlingame, where the Alma District split from the main line of the Eastern Division's First District.

Between Burlingame and Alma the mixed train ran out and back as Nos. 95 (westward) and 96, second-class schedules, handling all the branch's normal freight and passenger traffic. When it got back to the First District main in Burlingame, the mixed returned to Topeka as an extra train. Jared's Alma District layout will be featured in the coming 2009 edition of our annual *Model Railroad Planning* magazine.

My own interest is the Santa Fe in Southern California, where mixed trains also ran through the 1940s and into the 1950s. Here are some examples from the AT&SF's Los Angeles Division showing how varied such operations can be.

Mainline schedules. The San Jacinto District mixed train operated out of San Bernardino,

Calif., headquarters of the L.A. Division. It ran over the division's Third District main line between "San Berdoo" and Highgrove, 6.7 miles west (by timetable), as second-class schedule No. 505. At Highgrove it diverged onto the San Jacinto District, ran that 19.8-mile branch line to San Jacinto, also as No. 505, and returned as train No. 506. From Highgrove, the mixed proceeded home to San Bernardino on the Third District, still as second-class No. 506.

An instruction in the employee timetable made 505 superior to 506 on the "San Jac" District; otherwise eastward 506 would have been superior to the 505 by direction. The instruction avoided the embarrassment of a late-running 505 being required by rule to wait for *itself* to come back from San Jacinto, since Train 506 was run by the same crew using the same engine and "coach, baggage, and caboose" combine.

Off the main. Elsinore District Trains 508 and 509 demonstrated another way to run a mixed train. The Elsinore mixed was based at Corona, 17.4 miles west of Highgrove on the Third District. At a small yard there, mainline freights set out and picked up Elsinore District traffic. But the 21.9-mile Elsinore District branch line actually diverged from the Third

District at Porphyry, 1.3 miles east of Corona.

The mixed-train crew went on duty at Corona, made up their train, then used a siding parallel to the main track to run to Porphyry. Since it didn't use the main line, the train didn't have to be authorized by schedule or as an extra train between those points.

Arriving at Porphyry, the mixed proceeded on the branch to Elsinore, since it already had a clearance card from the Corona operator authorizing it to run from Porphyry as second-class Train 508. Because the outbound train to Elsinore was defined as eastward in the timetable, Train 508 was superior to its "opposite side," Train 509, by direction. Therefore no special instruction was required to prevent an impasse. You can see the Elsinore mixed in action on the Pentrex video, *Railfanning Southern California in the 1950s*.

Two for one. Down on the Fourth District of the Los Angeles Division, better known as the "Surf Line" to San Diego, one crew and one set of equipment ran a pair of branchline mixeds out of Oceanside. These were Trains 64 and 65 on the Fallbrook District, and Trains 66 and 67 on the Escondido District. The sequence of schedules and short trips let the crew serve both branches within their normal hours of service.

These two branchline districts diverged from the Surf Line main east and west (by timetable direction) of Oceanside, respectively. Like the San Jac trains on the Third District, these second-class mixed trains had schedules to authorize their brief mainline runs between Oceanside and either Fallbrook Junction or Escondido Junction. Fourth District mainline freights picked up and set out cars for both branches at Oceanside.

Since they offer such great opportunities for model operations, either on solo layouts or as part of a group system, we're lucky to have so many prototypical options for running mixed trains. **MR**

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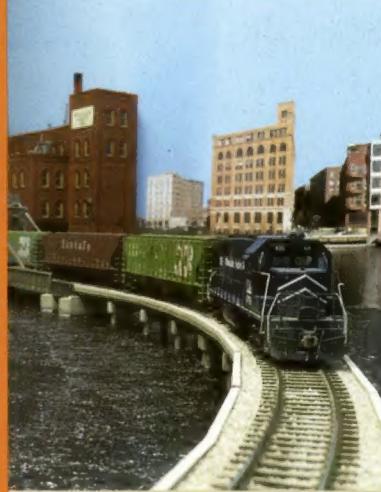
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176-4105	N ALCO PA-1 Southern Pacific	#6056	\$95
176-4111	N ALCO PB-1 Southern Pacific	#5922	\$95
176-4112	N ALCO PB-1 Southern Pacific	#5924	\$95
176-5307	N EMD E8A Southern Pacific	#6018	\$95
176-5308	N EMD E9A Southern Pacific	#6046	\$95

SP Morning Daylight Passenger Sets

106-060	N SP "Morning Daylight" 10-Car base set	\$250
106-6301	N SP "Morning Daylight" Articulated Coach set #1	\$50
106-6302	N SP "Morning Daylight" Articulated Coach set #2	\$50
106-6303	N SP "Morning Daylight" Articulated Coach set #3	\$50
106-6304	N SP "Morning Daylight" Articulated Coach set #4	\$50

KATO U.S.A., Inc.

100 Remington Road Schaumburg, IL 60173

www.katousa.com/N/PA/

Cross-Country and Cross-Town



SUPERLINER FEATURES

- Fully detailed interiors which can be illuminated with optional 7-503 Interior Lighting Kits with LEDs.
- Metal weighted bodies give prototypical momentum and reliable tracking.
- Smooth rolling trucks with blackened metal wheels, real rolling bearings, and shock absorber suspension.
- Includes special tight-lock kinematic couplers that allow the cars to ride extremely close without sacrificing turning radius.
- Marker lights on all non-lounge cars can be illuminated with an optional #958046 Tail Light Kit (included with each Superliner Coach, Sleeper, and Coach-Baggage).
- All details come factory installed and ready-to-run.

COMMUTER SERVICES

Push-Pull out of Union Station



The RTA, predecessor of the Chicago Metra, ran push-pull services on the local lines in and out of the city; the short-distance Bi-Level cars providing an invaluable service to those looking to commute to-and-from work in the downtown area.

CHICAGO AND BEYOND

A common scene in the late 80's: Amtrak Bi-Levels and Superliners cross paths just outside Chicago's Union Station; the smaller passenger train returning from a day trip up to Wisconsin as the Superliner train prepares for an afternoon departure to the west coast.

EMD F40PH LOCOMOTIVES

37-6551	EMD F40PH Amtrak Ph. III #375	\$125
37-6552	EMD F40PH Amtrak Ph. III #391	\$125
37-6553	EMD F40PH Amtrak Ph. III #400	\$125
37-6561	EMD F40PH RTA* #135	\$130
37-6562	EMD F40PH RTA* #157	\$130

SUPERLINERS AND MHCs

35-6051	Superliner Coach Amtrak Ph. III #34000	\$59
35-6051A	Superliner Coach Amtrak Ph. III #34050	\$59
35-6051B	Superliner Coach Amtrak Ph. III #34006	\$59
35-6051C	Superliner Coach Amtrak Ph. III #34071	\$59
35-6061	Superliner Lounge Amtrak Ph. III #33000	\$70
35-6071	Superliner Diner Amtrak Ph. III #38010	\$68
35-6081	Superliner Sleeper Amtrak Ph. III #32002	\$68
35-6081A	Superliner Sleeper Amtrak Ph. III #32030	\$68
35-6091	Superliner Coach-Baggage Amtrak Ph. III #31005	\$68
35-6101	Material Handling Car Amtrak Ph. III #1509	\$49
35-6101A	Material Handling Car Amtrak Ph. III #1515	\$49
35-6101B	Material Handling Car Amtrak Ph. III #1550	\$49

BI-LEVEL CARS

35-6021	Bi-Level 4 Window Cab/Coach Amtrak Ph. III**	\$57
35-6031	Bi-Level 4 Window Coach Amtrak Ph. III**	\$50
35-6023	Bi-Level 4 Window Cab/Coach RTA* #8713	\$67
35-6023A	Bi-Level 4 Window Cab/Coach RTA* #8716	\$67
35-6033	Bi-Level 4 Window Coach RTA* #7700	\$55
35-6033A	Bi-Level 4 Window Coach RTA* #7708	\$55

* Chicago Regional Transportation Authority "Metra" Licensed Products

** Amtrak Bi-Levels include dry-transfer decals to allow customer-selected road numbers



MRC's Symphony 77 is a stand alone, plug 'n play unit with two powerful speakers, a robust amplifier, easy to use handheld control and real life, digital sounds

- More than 25 sounds
- All gauges
- Power supply included

Steam or diesel bell / Rail clack / Dynamic brake / Steam chuff or diesel rumble / Crossing gate / Uncoupling
 Two programmable coupling sounds / Choice of multiple diesel horns / Pump / water / Fan/coal / Choice of multiple steam whistles / Conductor -"All Aboard" / Air Release / Brake / Random steam & diesel sounds to match selected loco mode.

MRC'S SYMPHONY 77

A RAILROAD SOUND SYSTEM THAT WILL BE MUSIC TO YOUR EARS.

CONDUCT A SYMPHONY OF SOUNDS...IT'S EASY

Symphony 77 features sound variety as well as maximum user controlled capability and operating ease. Enjoy more than 25 steam and diesel sounds, including a string of authentic sound-on-sound combinations. Simply plug into a standard AC outlet and play. The handheld's 8' cord gives you mobility around your layout.

• **User controlled variable speed...** instead of just a fixed steam chuff, or diesel idle, there are controllable, variable speed rate pushbuttons on the handheld for steam or diesel locos. Easily adjust the speed of the sounds to match loco speed. Use the volume knob to simulate the sounds of an approaching loco or one that's fading into the distance.

- All pushbutton sounds can be retrigged to stretch a sound for longer play, or start a whole new sound to cut off the existing one
- Use the speed controls on the handheld to take steam or diesel locomotive sounds and the clack of steel wheels from idle to full speed and everywhere in between
- Using push button controls select any one of several steam whistle and diesel horns
- Control the volume for key sounds
- Create realistic sound-on-sound combinations

MRC'S SYMPHONY 77 ... THE SOUNDS OF MODEL RAILROADING WILL BE MUSIC TO YOUR EARS.



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